MASON'S O.K. SAUCE
"No other sauce contains such a wealth of good things."

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

"Save Your Eyes!" see
N. LAZARUS,
OPHTHALMIC OPTICIAN,
12, Queen's Road Central.
THE ONLY EUROPEAN OPTICIAN IN THE COLONY.

No. 20,618 號八十壹百六零萬二第 日九廿月六年子甲 HONGKONG, WEDNESDAY, JULY 30TH, 1924 三拜禮 號十三月七年三十國民華中 PRICE, $3 PER MONTH

INTIMATIONS

SAFEGUARD YOURSELF AGAINST
TYPHOID
DISTILLED WATER IS A SURE SAFEGUARD
DRINK
AQUARIUS
SILENT WATER
&
AERATED WATERS
ALL MANUFACTURED WITH PURE DISTILLED WATER
BY
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75 CENTRAL.
[51

SPORTING.

GUNS by W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.
B.S.A. Air Rifles, and Miniature Rifles, 22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all descriptions.
Agents for W. W. GREENER, LIMITED, BIRMINGHAM.
HONGKONG SPORTING ARMS AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE. [89

BOWERN & CO.,
No 8, MUSEUM ROAD, SHANGHAI.
Member, British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.
STEAMSHIP AGENTS AND SHIPBROKERS
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.
SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS.
Machinery For Sale, New and Old in First Class Condition.
IMPORTERS AND EXPORTERS, SHARE-BROKER.
(Members, Shanghai Share-Brokers' Association).
SOLE AGENTS FOR CHINA:—
GREEN'S PATENT ANCHORS.
SAMUEL WARREN & Co., LTD. (Sheffield), High-Class Steel Manufactures (Tank Brand).
Catalogues and Price-Lists on application.
(Enquires Welcomed.)
CABLE ADDRESS: BOWERN, SHANGHAI.
CODES: Bentley's, Scott's, A.B.C. 5th Edition and Improved.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY-PAID)	Roubles: 55,000,000
RESERVE FUND	28,960,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ...	Kup. Tls 3,500,000
RESERVE FUND	1,750,000

HEAD OFFICE:
Paris: 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C.2.
BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank; Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.
BRANCHES IN ASIA:

Changchun	Hankow	Manchouli	Tientsin
Chefoo	Harbin	Newchwang	Urumtchi
Dairen	Hongkong	Peking	Yokohama
Hailar	Kashgar	Shanghai	

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
L. BAINES, Manager
37]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.23	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.32	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.39	2.20	6.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.16	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.
53] H. P. WINSLOW, Manager.

In our New Premises
OLD POST OFFICE SITE
Pedder Street.
SWATOW TRADING Co.
MANUFACTURERS
Of Hand-made Chinese Linen Drawn-Work and Embroideries, Dealers in all kinds of Silk Goods of the Best Quality, Clusy, Filet, Venetian Point, Honiton Point, Renaissance Point, Irish Crochet Laces and Collarettes, Waists and Dresses from the Latest French Patterns, Mandarin Costumes of Various Designs, and Pewter-Ware.
WHOLESALE AND RETAIL.
Inspection Cordially Invited. Telephone 3303.
A Galaxy of Bargains.

THE STANDARD LIFE ASSURANCE CO.
TWO SCHEMES.
(1) The CHILDREN'S EARLY PROVIDENT SCHEME. Combines the very latest and best features of Assurance and Investment for the benefit of your Child.
(2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to business men.
DODWELL & CO., LTD.,
AGENTS,
2, QUEEN'S BUILDING.
74]

KAIPING COAL
COKE,
FIREBRICKS,
STONEWARE PIPES,
GLAZED TILES.
THE KAILAN MINING ADMINISTRATION,
HEAD OFFICE:—TIENTSIN.
AGENTS: DODWELL & CO., LTD., HONGKONG. 29

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE.

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG—MACAO LINE.

Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

BANK HOLIDAY EXCURSION.
Monday, 4th August { "SUIAN" leaves Hongkong at 9 a.m., and returns from Macao at 4 p.m.

Further information may be obtained at the Company's Office: 4a, Des Voeux Rd. Central; Messrs. Thos. Cook & Son; or the AMERICAN EXPRESS COMPANY, Hongkong. [12

"THE WORLD'S GREATEST EPIGRAMS." By J. G. Lawson...$4.20.
Pungent paragraphs containing the best modern epigrams, proverbs and puns gleaned from the World's periodicals.
"JOURNALISM FOR PROFIT." By M. Joseph.....$4.20.
With a foreword by Sir Philip Gibbs.
"FOLDED HANDS." By Richard King.....$4.20.
Philosophical studies of "Everyday" People.
"EASIER GOLF." By Jack White...$4.20.
An entirely original treatise by one of the greatest golfers and an acknowledged expert teacher of the game. The 51 illustrations are a valuable and instructive addition to the book.
"LESSONS FROM GREAT GOLFERS." By R. E. Howard.....$3.50.
In this book the author analyses the methods by which the leading golfers of the world obtain their shots.
"THE GAME OF BOWLS." By G. T. Burrows.....70 cents.
"POP GOES THE WEASEL." By T. W. H. Crosland.....$7.00.
"RICE." By E. B. Copeland.....$14.00.
Containing chapters on "The Botany of Rice," "Rice in the Philippines," "The Uses of Rice," etc., etc.
"UNSOLVED MURDER MYSTERIES." By C. E. Pearce.....$11.20.
"DEMOCRACY & LABOUR." By F. Hearnshaw, M.A.....$7.35.
A sequel to "Democracy at the Crossroads."
"THE TRUTH AT LAST FROM CHARLES HAWTREY." Edited By Somerset Maugham.....$14.50.
The reading of this book is delightful and it will appeal to all lovers of the stage.
"POLICY AND ARMS." By Lt.-Col. C. Repington, C.M.G.....$12.50.
Col. Repington is already famous as one of the keenest and most readable military critics of the day. The verve and clearness with which he is wont under such circumstances to state his case will be found to the full in this his latest book.
KELLY & WALSH, LTD.
CHATER ROAD.

Hotels JAPAN AND MANCHURIA
Members of Japan Hotel Association
c/o. TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.
Average Rates for Single Rooms (without Bath) including meals
Y. 10—13 in cities and some popular resorts.
Y. 8—10 in country districts.
IN JAPAN PROPER:
Chusenji (Nikko):—Lakeside Hotel
Kamakura:—Kaihin Hotel
Karuizawa:—Mikasa Hotel, Mampei Hotel
Kobe:—Oriental Hotel, Tor Hotel
Kyoto:—Kyoto Hotel, Miyako Hotel
Matsushima:—Park Hotel.
Miyajima:—Miyajima Hotel
Miyanoshita:—Fujiya Hotel
Nagasaki:—Japan Hotel
Nagoya:—Nagoya Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Omori Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel
IN TAIWAN (FORMOSA):
Taihoku:—Taiwan Railway Hotel
IN CHOSEN
Fusan:—Fusan Station Hotel
Keijo (Seoul):—Chosen Hotel
Shingishu:—Shingishu Station Hotel
IN MANCHURIA:
Changchun:—Yamato Hotel
Dairen:—Yamato Hotel
Hoshigaura:—Yamato Hotel
Hoten (Mukden):—Yamato Hotel
Ryojun (Port Arthur):—Yamato Hotel

THE INTERNATIONAL RACE & RECREATION CLUB OF MACAO, LTD.
Application for Membership is now invited
Entrance Fee H.K. $40.00
Annual Subscription ... H.K. $12.00
No Annual Subscription will be charged until the CLUB HOUSE BUILDING is completed.
Please apply for Application Form to:
THE SECRETARY,
c/o THE PO-HANG BANK, LTD.,
MACAO.

HOTELS

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL;
Telegraphic Address;
"KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL; GRAND HOTEL KALEE; MAJESTIC HOTEL
Telegraphic Address:
"CENTRAL, SHANGHAI."
HOTELS, LIMITED.
In association with the GRAND HOTEL DES WAGON LITS, LTD., PEKING.

KING EDWARD HOTEL.
CENTRAL LOCATION
Electric Lifts and Lighting.
Telephone on each floor.
Hotel Launch meets all Steamers.
Telephone Central No. 373.
Tel. Address: VICTORIA.
J. WITCHELL,
45 Manager.

VICTORIA HOTEL
CANTON.
Only 4 hours from Hongkong by Rail in new luxurious rail coaches,
or
7 hours by Water in very up-to-date Steamers via the Pearl River.
The Only European Hotel in Canton.
Cooking exclusively under European supervision.
Official Hotel for all the leading Tourist Cos. in the World.
European or American Plan.
This Hotel has just been renovated and brought up-to-date, including one of the most spacious Lounges in the Orient, 1923.
CHRISTOPHER BUTTON,
47] Manager.

PALACE HOTEL.
TEL. Kowloon No. 3... Tel. Ad. "PALACE"
Three Minutes from Kowloon Wharf, Ferry Wharf and Railway Station.
Entirely under English Management.
Electric Light and Fans Throughout.
EVERY ROOM WITH PRIVATE BATH
Lounge Bar and Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietor.
TERMS MODERATE.
Special Terms to Families on application to
48] J. H. OXBERRY, Proprietor.

A LING & CO.
19, Queen's Road Central, HONGKONG.
FURNITURE AND PHOTO GOODS STORE.
Glass Etching, Sign-Board and Mirror Makers
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing Printing and Enlarging Undertaken.
Telephone Central 1219.

ATTENTION!
Philatelists and those interested in
POSTAGE STAMPS
are cordially invited to inspect at our store
AN HISTORICAL COLLECTION
of Hongkong Postage Stamps specially arranged for
VATICAN EXHIBITION.
GRACA & CO.,
No. 10, WYNDHAM STREET HONGKONG.

D'YE KEN JOHN THE ORIGINAL HAIG?

QUALITY WITH AGE



Distillers Markinch Scotland.

JOHN HAIG & CO., LTD.

SOLE AGENTS

GANDE, PRICE & CO., LTD.,

No. 8, QUEEN'S RD. CTL., HONGKONG.

TEL. C. No. 135.

DAIRY FARM NEWS.

BETTER BACON

Means

BETTER BREAKFAST

We recommend you to try the following quality goods which are genuine farm fed:—

AYRSHIRE ROLL
STREAKY BACON
BACK BACON
SPECIALLY MILD CURED YORK HAMS

Equal to any!

WAR DECLARED

on Germs.

Shoot them down with

LOTOL.

Obtainable at all Leading Stores.

Refuse Substitutes.

FLIES ON FOOD

It is well-known that Flies spread many Diseases through contaminating Food, Drinking Water, Cooking Utensils, etc., etc.

SKETOCIDE

will keep your Kitchens and Rooms free from these Pests.

SKETOCIDE is a Pleasant Non-staining Non-poisonous Germicide, which not only kills Flies but is equally fatal to Mosquitoes, Ants, Sand Flies, and all other Insects.

THE PHARMACY,

TEL. 345. No. 26, QUEEN'S ROAD CENTRAL.

BICYCLES

Telephone K711. LADIES', GENTLEMEN'S OR TANDEM FOR HIRE OR SALE. Telephone K711.

HANG LEE CYCLE CO.,

29, HAIPHONG ROAD, KOWLOON.

Next to PALACE HOTEL.

COMPANY MEETING.

"SHELL" TRANSPORT AND TRADING CO.

WORLD-WIDE ACTIVITIES: PROFITS INCREASED.

The annual general meeting of the "Shell" Transport and Trading Company, Ltd., was held on June 24th in London, the Hon. Walter H. Samuel, M.C. (the Chairman), presiding.

The Chairman, in moving the adoption of the report and accounts, said that there were considerable changes in the figures of the balance-sheet and profit and loss account this year. He had seen certain Press comments which might lead the shareholders to suppose that the profits for the year were less than those for 1922, and that the deficiency had been made good from the accumulated profits of previous years as represented by the carry forward. As a matter of fact, the profits, as represented by dividends received, were slightly more than those of last year, and the decrease in the total figure carried to profit and loss account was solely due to the final liquidation of the excess profits duty. The carry forward now stood at the normal figure of £220,083, after provision for the payment of preferred dividends and 22½ per cent., free of tax, on the ordinary shares, the same as last year.

On the asset side of the balance-sheet the property account had increased by nearly £3,000,000. By far the largest of the fresh acquisitions had been the extension of the company's interest in the Shell Union Oil Corporation, where their holding had been increased by 25 per cent. They had also increased their holdings in France, Norway, Belgium, and Italy, and practically all the money invested was already revenue producing. (Applause.) These large investments, in addition to the cash payments for excess profits duty, had reduced their liquid assets, cash, and Government securities, from over £12,000,000 to about £8,500,000. This very large sum was ample provision for their cash requirements for a long time to come, and would gradually decrease as their business extended.

DIVIDEND MAINTAINED.

It was a matter of congratulation to the directors and to the shareholders that they had been able to maintain the ordinary dividend at last year's figure. It had not been an easy year, and, in fact, he did not think that they were going to see easy years in this or any other industry for a long time. The markets of the world were still in a state of flux, but he, for one, was not of those who anticipated any early impending oil shortage. On the contrary, the year 1923 showed an increase in the world's production of 19 per cent. The "Shell" group's production increased by about 63 per cent., reaching a total of over 14½ million tons, as against 9 million in 1922. They produced about 5½ million tons in the United States, an increase of over 100 per cent., and even that huge figure of 5½ million tons only represented some 6 per cent. of the total U.S.A. production. In Venezuela their production increased 53 per cent., in Sarawak 38 per cent., and in Mexico, in spite of generally decreasing production in the country as a whole, they had an increase of 75 per cent.

Russia still found no place in their list of producers. Shareholders would doubtless have read from time to time of agreements they were said to have concluded with the Soviet Government. All such stories were myths. They had still to see conditions which would give them the confidence necessary for the risk of fresh capital in that country. They were keeping in communication with other parties in similar case to themselves, including the American interests. It was presumably the knowledge of these communications which had given rise to the absurd rumour that they had arranged to divide the markets of the world with one of their chief competitors. He was glad to have this opportunity of uttering a categorical denial.

RESTRICTIVE LEGISLATION ABROAD.

Their Roumanian production had remained at practically the 1922 figure, and the restrictive legislation of that country did not encourage them in hopes for the future. Indeed, if all the projected legislation was actually carried into effect, it was difficult to see what attraction there could be for foreign capital in Roumanian investments.

In Mexico their own company, La Corona, had had a successful year, though continually hampered by political disturbances. The Mexican Eagle had had a much diminished production, which, as usual, was not included in their total figures, and had had to retrench considerably in order to bring their organisation to the scale thereby rendered necessary.

They had done considerable exploration work in the Argentine, but here also had been hampered by the uncertainties of legislation. As a matter of fact, this uncertainty of legislation was one of the chief difficulties everywhere, not least in the Dutch East Indies, where new development was practically at a standstill.

The earthquake in Japan brought them considerable losses in oil and material, and in personnel. To the relatives of those of the staff who lost their lives in that appalling disaster he tendered the sympathy of all of them, and to the survivors he wished to say how much their loyalty and courage was appreciated. The Provident Fund, which had been *built up for the benefit of the staff, now* amounted to the enormous figure of over £2 million sterling.

EXTENSION OF ORGANISATION.

With regard to distribution, they had had to extend their organisation to deal with the increased output, particularly in the United States, which continued to be by far the greatest consumer of its own great production. The excess in California, combined with the falling off in Mexico, had resulted in a demand for tonnage to bring oil *via* the Panama Canal from the Western States to the East Coast. They had consequently seen a rise in tank freights which had made it possible for tankers to be run at a small profit, and had brought out tonnage hitherto laid up in order to avoid the losses involved in accepting the previous low rates of freight.

The technical side of the company's activities had not been neglected. They had greatly extended their refineries, particularly in Curacao, where they were still extending in order to deal with the increased and increasing Venezuelan production. They had also made great strides in the various chemical problems which continually arose.

MAGNITUDE OF THE BUSINESS.

Some shareholders might wonder why, with such an enormously increased business as he had sketched, the profits were not commensurately increased. To these he would say that it was only by an enormously increased business that they could keep up their profits. This company had been represented as being able to make their prices and their profits whatever they liked by the mysterious operations of a mythical "ring." This was amusing in view of the fact that there had never been so much competition in the industry as there was to-day. They were producers, refiners, transporters, distributors of oil; they made candles, road material, lubricants, medicinal oils, and a host of other by-products. They were even their own bankers, for they did not borrow a penny. All their enormous stocks of oil, tin-plates, boring material, etc., were bought and paid for out of their own funds. They were amongst the largest shipowners in the world, with a fleet of over 1,300,000 tons. The profits from all these activities were consolidated in the profit and loss account, and the dividends distributed to the shareholders, combined with the dividends distributed to the Royal Dutch shareholders by that company, represented considerably less than £1 per ton on the quantity of oil produced by the group. Such profit was only possible by working on a vast and world-wide scale.

The report and accounts were unanimously adopted.

TO LET AT WEIHAIWEI.

COMFORTABLY Furnished ROOMS with Board. To Let at present.

Apply—
MRS. NIVEN,
WEIHAIWEI.

842]

TO LET.

PREMISES on the GROUND FLOOR of ALEXANDRA BUILDINGS, CHATER ROAD, formerly occupied by THE CHINESE MERCHANTS BANK, LTD. Immediate Occupation; Moderate Rental.

Apply—
SECRETARY,
A. S. WATSON & CO., LTD.

912]

TO LET.

NEW and Airy Office ROOMS on GROUND and FIRST FLOORS, 5, DUDDELL STREET. Can be used as Bank, Commercial or Motor Car Offices. Rent Moderate.

Apply—
SUNG TAI,
1, Queen Street.

995]

P.&O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND, 1920)
with which is affiliated
THE ALLAHABAD BANK LTD
INDIA.

AUTHORISED CAPITAL	£5,000,000
SUBSCRIBED AND PAID UP	£2,594,160
RESERVE FUND	£135,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:
14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the World.

C. CHAMPKIN,
Manager.

22, Des Voeux Road Central, Hongkong.

C. B. WARREN & CO., LTD.

SANITARY ENGINEERS,
MONUMENTALISTS, Etc.

OFFICES } 31D, WYNDHAM STREET,
TEL. No. 269. } HONGKONG.

CHEAVINS FILTERS

IN STOCK.

ALSO HIGH PRESSURE FILTERS.

PRICES ON APPLICATION.

TEL. No. 269.

1458

HE WHO DOES ONE THING WELL

Is one who does not attempt to do 100 things. We live in an age of SPECIALISM. Our speciality is Eye Examination and making Quality Glasses.

CHINESE OPTICAL CO.

67, QUEEN'S ROAD CENTRAL.

MADAME FLINT'S ANNUAL CHEAP SALE



From 7th July
to 31st July, 1924.

Bargains in All Departments.

25% Reduction on all Summer Goods.

WORLD THEATRE

WEDNESDAY, 30th, to SATURDAY, 2nd Aug.
at 5.15 p.m. and 9.15 p.m.

THE UNIQUE AND MOST ORIGINAL PHOTOPLAY

"ANIMALS ACTING AS MEN"

A Five-Reel Comedy Drama



A SUPER-FEATURE ACTED BY ANIMALS ONLY—IT'S THE PLEASING SURPRISE OF THE CENTURY.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,

HONGKONG.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (Other remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W. 6, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

PODOS MARVELLOUS BALM FOR TENDER AND SORE FEET, PERSPIRATION, BAD ODOURS, AND ALL FOOT TROUBLES. ENGLISH PRICE 3/- ALL PHARMACIES. DIRECT CHEMICAL CO., 15 QUAI VAN DYCK, ANTWERP.

Foamite Firefoam

THE MOST EFFECTIVE FIRE EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 233. 2, Queen's Buildings.

WANDERWELLS'

"Round the World in a Flivver"

EXCLUSIVE FILMS and PERSONAL CHAT

also

"HELIOTROPE"

A Paramount Picture

AFTER A SUCCESSFUL RUN OF MONTHS AT SELECT LONDON HOUSES.

Throbbing with Thrills
Starts with Tears but
Ends with Smiles.

2.30 5.15 **QUEEN'S** 7.15 9.15

WEDNESDAY & THURSDAY.

M. Y. SAN & CO., LTD.



MANUFACTURERS OF BEST PRESERVED STEM GINGER.

HEAD OFFICE: Nos 98 to 100 Queen's Road Central
FACTORY: Canton Road, Kowloon.
BRANCHES AT: Manila, Singapore, Shanghai, Canton, China.

PERFUMERY

Manufactured by
RIGAUD, PARIS.



"AIRE EMBALSAMADO"
"MARY GARDEN"
"HORA CARINOSAL"
"DULCE MIA"
"LILAS RIGAUD"

Obtainable from
VICENTE ATIENZA,
18, NATHAN RD., KOWLOON. TEL. K. 155.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

TEL. 2127. 94A, WANCHAI ROAD.

THE HONGKONG SMALL INVESTORS' SHARE & REAL ESTATE CO.

is purely a local concern entirely independent. The Company negotiates Shares, in Large or Small Lots, between Clients, at the Usual Brokerage Fees. If you have a Small Lot to dispose of or wish to acquire any Local Shares

TELEPHONE C. 4630, ASIATIC BUILDING.

WE ARE ALWAYS PLEASED TO ATTEND YOU.

COMPANY MEETING.

EASTERN TELEGRAPH CO.

The annual meeting of the Eastern Telegraph Co., Ltd., was held on June 24th at Electra House, Moorgate, London, E.C. Sir John Denison-Pender, G.B.E., K.C.M.G. (chairman of the company), presided, and first referred in sympathetic terms to the death of two directors—Viscount Pirrie and Sir Albert J. Leppoc Cappel—the former having joined the board in 1906 and the latter in 1888.

Turning to the report, the chairman said that at the last meeting he mentioned that the trade depression which had so adversely affected their message receipts showed no signs of improvement, and also that the directors and administration were reviewing possible channels through which economies might be effected. These two statements had been realised, for the accounts under consideration showed a net reduction in gross revenue of about £437,000, against which, he was pleased to say, there had been the substantial reduction in the working expenses of £306,000. The net profit was, therefore, only £41,000 less than in the preceding year—a result which, in view of all the circumstances, he thought might be deemed satisfactory. They were paying the same dividend as for the previous four years (10 per cent., free of tax), and had been able to make a contribution of £200,000 to the general reserve fund and to carry forward to next year's accounts £321,000 odd. Regarding the decrease of £437,000 in the revenue, he remarked that a certain amount of it might be attributed to the reopening of the Indo-European Telegraph Co.'s overland route to India and the remainder to trade depression spread over the whole of the company's system.

A new service of reduced rate telegrams was introduced on September 1st last, known as Daily Letter Telegrams, and, so far as they had been able to judge up to the present, these had had little adverse effect on the full rate and deferred traffic. Nothing had transpired since they last met to alter in any way the opinion which he had previously expressed concerning "wireless." He thought the stockholders should not be unduly alarmed, and he pointed out that the Associated Cable Companies found themselves to-day, as the result of conservative policy throughout, with substantial reserves, both disclosed and undisclosed, enabling them to carry out any additions and improvements on their world-wide system, without, he hoped, having to add, in the near future at any rate, to the capital account.

The report and accounts were unanimously adopted.

UNEMPLOYMENT INSURANCE FOR BANKS.

The Labour Correspondent of the *Times* writes:—The interesting announcement appears in the Ministry of Labour *Gazette* that the Minister proposes to make an order approving a special scheme of unemployment insurance for the banking industry. The Act of 1920 permitted separate industries to "contract out" of the general insurance scheme. Several reasons, of which the principal was the depression of trade, combined to hinder the presentation of special schemes. The insurance industry prepared one which was sanctioned and put in force, and the banking industry submitted a draft scheme before the passing of the Act of 1921 which suspended the power of the Minister to approve or make special schemes during the period of insolvency of the insurance fund. It was, however, provided that this section of the Act should not apply to any draft scheme already submitted for approval. The scheme for the banking industry was the only one to which the exemption applied, and it, up to now, has remained in abeyance. The Act of 1920 requires that a special scheme must (1) cover all persons employed in the industry; and (2) provide benefits, of the whole, not less favourable than those provided under the general scheme. The State contribution in respect of the individuals insured under such a scheme is on a reduced scale. The administration must be a joint body of employers and employed. If the proposed Act permitting special schemes which is now before Parliament is carried the application of the principle of insurance by industry will be limited to insurance and banking.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

JULY 29TH, 1924.

Hongkong and Shanghai Banks	$1,200 sa.
Canton Insurances	$675 b.
Union Insurances	$224 b.
Hongkong Fire Insurances	$575 b.
Douglas Steamships	$53 b.
H.K., C. & M. Steamboats	$37 s.
"Star" Ferries	$95 b.
China Sugars	$273 sa.
Langkats (Combined)	Tls. 18½ s.
Kowloon Wharves	$202 b.
Whampoa Docks	$149 s.
Shanghai Docks	Tls. 90 ex. div. b.
New Engineerings	Tls. 6½ b.
Hongkong Lands	$114 b.
Hongkong Hotels	$17½ (old) $17 (new) b.
Humphreys Estates	$22½ b.
Ewo Cotton Mills	Tls. 11.10 nominal
Orientals	Tls. 3½ b.
Cements	$21¼ (old) b., $6 (new)
Hongkong Ropes	$57½ (combined) b.
China Provident	$15 (old) $5¼ (new) b.
Dairy Farms	$27½ b.
Waterboats	$16½ s.
Watsons	$28 s.
Hongkong Electrics	$33¾ sa.
China Lights	$15½ (old) $9½ (new) b.
Hongkong Trams	$41½ b.
Peak Tramways	$18½ (old) $4½ (new) b.
"Shell" Transports	80/- b.
Lane Crawfords	17½ b.

b—buyers; s—sellers; sa—sales.

INTIMATIONS

NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are Members of the above Association:—

A. H. CARROLL	J. F. GROSE
M. A. RAZACK	V. YVANOVICH
J. W. KEW	A. P. GREAVES.
W. J. CARROLL	H. M. H. ESMAIL.
O. KITCHELL	SZE KON CHI
YIP YUNG PAK	HARRY O. ODELL
F. M. L. SOARES	SOO PEI SHAO
H. E. EDWARDS.	

By Order of the Committee,
J. W. KEW,
Secretary.

Hongkong, 12th May, 1924. [774

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:—

ABRAHAM, EZRA.	LAMMERT, H. A.
ALVES, A. A.	LOGAN, W.
BAGRAM, J. T.	MATHESON, R. T.
BENJAMIN, V.	NISSIM, A.
BIRKETT, H.	PERRY, I. S.
CROUCHER, N. V. A.	PESTONJI, R.
ELLIS, F. M.	POTTS, GEO. H.
GOULD, J.	POTTS, P. C.
GUTTERRES, A. A.	RAYMOND, E. M.
HOUGH, T. F.	SILVA, P. M. N. da
KEW, FRED.	SMYTH, F. R.
LAMMERT, GEO. P.	TESTER, P.

By Order of the Committee,
A. NISSIM,
Secretary.

Hongkong, 6th May, 1924. [775

SAVARESSES
Santal Capsules

The best internal treatment. So made that the antiseptic is not freed by the digestive juices. No nausea can result.

Physicians recommend them.

From all Chemists.

VISITORS TO CANTON
Should Purchase
A BOOK FOR THE GLOBE TROTTER FROM HONGKONG TO CANTON BY THE PEARL RIVER
BY
CAPTAIN C. V. LLOYD
With Illustrations, Maps and Flags.

PRICE $1.75.

On Sale at—
Hongkong: "DAILY PRESS" Office.
" MESSRS. KELLY & WALSH, LTD.
" MESSRS. BREWER & Co.
Canton: MESSRS. A. S. WATSON & Co.

DANIEL CRAWFORD'S SCOTCH WHISKY.

We have been appointed Sole Agents

FOR THIS WELL-KNOWN BRAND OF SCOTCH WHISKY.

DONNELLY & WHYTE.

TEL. CENTRAL 636.

UNUSUAL OPPORTUNITY for A SHORT TIME ONLY

A Select Assortment of

DRAWN WORK AND LACES

At 20% BELOW ACTUAL COST

AT

"DO BE CHAIRFUL" COMPANY

51, Queen's Road Central.

The CITROEN.

The Last Word in Car-Economy

RUNNING COSTS LOWER.

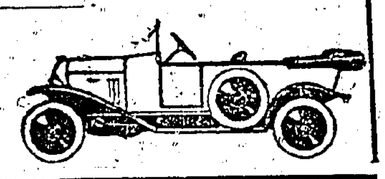
Less Tyres Less Oil

Winner 3 years running 1920-21-22. Grand Prix for Low Consumption.

Cars for Sale:

LEPACK CO., LTD.

50-52, Queen's Rd. C.



The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distnctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO,

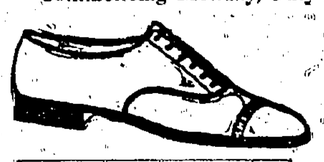
Sole Distributors.

59-61, Des Vœux Road Central. Telephone No. 977

Head Office: 1st floor, Telephone 1340.

SALE OF SHOES

Commencing Monday, July 28th to Saturday, Aug. 2nd.



ALL ONE PRICE
$15.00 Per pair

(Usual Prices $18.50, $21.00)

Black and Tan Calf, White Buckskin and Patent Leather in all sizes.

You will want a pair later—get them now.

— A few odd pairs of —

HANAN BOOTS ...	$15.00
PATENT PUMPS ...	$ 6.00
WHITE BUCKSKIN TENNIS SHOES...	$ 7.50
WHITE CANVAS SHOES	$ 6.00

Mackintosh
& CO., LTD
MEN'S WEAR SPECIALISTS.
Alexandra Building. Des Voeux Road.

"As good as really good cigarettes can be."



Obtainable at
Lane, Crawford, Ltd.,
Tabaqueria Filipina,
Graeco Egyptian Tobacco Store,
and all high class Tobacconists.

At 95 cents per tin of 50.

Your **Kensitas** Cigarettes Sir

Wholesale only:
DONNELLY & WHYTE,
Distributors for Hongkong and South China.

SINCERE'S SUMMER SALE

NOW ON.

WHITEAWAY'S GREAT SUMMER SALE

COMMENCING
ON
JULY 31st.

OUR ENTIRE STOCK OFFERED AT GREATLY REDUCED PRICES.

SUMMER GOODS
MUST BE CLEARED.

Bargains in:—DRESS MATERIALS, LADIES' OUTFITTING, MEN'S WEAR, FANCY LINENS, HOUSEHOLD FURNISHINGS (Etc., Etc.)

TERMS CASH.

WHITEAWAY, LAIDLAW & CO.

SULLEN SCAVENGER.

STORY OF A ROW AT YAUMATI MARKET.

A foki at a poultry stall at the Yaumati market appeared at the Kowloon Magistracy yesterday, to charge two Sanitary Board scavengers with assault.

Complainant, whose head was bandaged, stated that on Monday afternoon he wished to put some refuse from his stall into the dust-cart. Defendants objected, and a disturbance resulted, the two defendants running away when a policeman appeared. They came back again a little later, and one struck the witness with a hammer (produced in Court). Both defendants were arrested.

A Chinese policeman and the woman owner of the stall where the complainant is employed, corroborated the latter's story.

The first defendant said that during a disturbance the complainant tore his coat. He demanded compensation, and the complainant at first agreed, but afterwards hit him with the hammer. He (the defendant) retaliated by knocking complainant against a wall, on which he cut his head.

The second defendant said that he was trying to separate the combatants, when he was struck in the stomach with a bamboo pole.

Sergt. Jerry said that the police did not wish to press the charge against the second man.

Inspector Roylance, of the Sanitary Board, said that the first defendant was a good worker, but had a sullen temperament. He had been in trouble departmentally before for quarrelling with the market people.

The Magistrate (Mr. Hamilton), imposed a fine of $10, or 14 days in default, on the first defendant and also bound him over in a personal bond of $50 to keep the peace for six months. His Worship discharged the second defendant, with the advice not to interfere in other people's quarrels again.

HAND OVER SHOULDER.

THIEF WITH BAD RECORD GOES TO GAOL.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, a Chinese was charged with picking the pocket of another Chinese.

Inspector Blackman stated that on Monday evening, the complainant was buying a ticket at the Yaumati Ferry wharf to go to Hongkong, when he saw a hand come over his shoulder and extract two $10 notes from his breast-pocket. A piece of paper, with private notes on it, was taken as well. The complainant grabbed the hand, which was defendant's.

The police searcher on duty at the wharf, said the Inspector, saw the incident. He also saw the piece of paper fall to the ground, and saw the complainant recover his notes from the defendant's hand.

The complainant, a rice-dealer, corroborated Inspector Blackman's statement. Defendant, who was proved to have been previously banished, was sentenced to six weeks' hard labour.

CAR OUTSIDE HOUSE.

WHAT ARE THE KOWLOON REGULATIONS?

Mr. H. Komor was summoned before Mr. Hamilton at the Kowloon Magistracy yesterday for leaving his motor-car unattended outside his house in Kimberley Road.

Defendant said he had been doing this for the past four years. He kept a Garage in Coronation Road, but drove his car home from there every night, and kept it outside his house, in readiness for breakdowns on business. There was nothing, he contended, in the regulations to prohibit this, as far as Kowloon was concerned.

His Worship adjourned the case for a week, saying that he would want to see defendant's licence at the next hearing.

CHINESE RAILWAY EARNINGS.

The income of the Kiaochou-Tsinan Railway for the first half of this year amounted to $4,644,615, an increase of $475,220 over that of the same period last year, but still $630,000 below the high mark attained by the Japanese.

The receipts of the Peking-Hankow Railway for the first half year amounted to $14,000,000. After paying expenses, amounting to $4,000,000, the sum of $3,000,000 on account of debt redemption, parting with $3,000,000 drawn by the Presidency and Loyang, and purchasing materials costing over $1,000,000, it will be necessary to borrow money to run the line. The flood is interfering with traffic and, it is expected, will reduce the revenue of the line by over a million. Half a million is the estimate for repairs necessitated by flood damage.

DEEP WATER BAY MOTOR FATALITY.

DEFENDANT DISCHARGED.

Yesterday afternoon, Wong Man, who for several weeks has been in custody charged with manslaughter by negligently driving a motor-car on the Aberdeen-Repulse Bay Road on June 29th, walked out of the Central Magistracy a free man.

After the case had been called yesterday, Chuen Yuen, another of the passengers in the car at the time of the fatality, entered the witness-box. He said that he met the defendant in Hill Road on the night of June 29th, and agreed to go for a drive. He sat in the rear seat on the right. A man was next to him, a woman next, and another man on the far side. A man called Wong Wing Foo sat on one of the small tip-up seats in the centre of the car, just behind the driver. Defendant drove at first, but changed places with Li Kwan (a previous witness who had been sitting next to the driver's seat) at the University. Li Kwan drove as far as Aberdeen. At no time did the witness hear Li Kwan caution defendant for fast driving. Just before the accident, witness heard Li Kwan say to the defendant "That is not your road. Your road lies this way."

"Then came the crash," said the witness, "and I lost consciousness."

Cross-examined by Mr. G. K. Hall Brutton (defending), the witness said that he gave cigarettes to Li Kwan. He handed him a packet, and did not throw it. Witness did not see Li Kwan stoop down and pick up cigarettes just before the accident. Going down the hill, the car was not going very fast. Witness would call it a slow pace.

Wong Wing Foo stated that the defendant drove quite slowly, especially in rounding corners and going down hill. At the corner by the bridge, defendant kept on to the left, and witness heard Li Kwan call out to him "Not that way, but this." The car then swerved to the right, there was a crash, and witness remembered nothing more until he was being carried into the Government Civil Hospital.

Leung Man, an odd-job coolie at Deep Water Bay, said that he lived in a matshed not far from the golf club house. At about 10.45 p.m. on June 29th, he was in the matshed when he heard the sound of a crash, apparently coming from the direction of the bridge. He looked out, and saw the two lamps of a car burning in the stream-bed just by the bridge. Witness went on to describe the rescue work done by him and his fellow coolies. In this defendant assisted. One of the occupants of the car was dead, and with defendant's help, witness propped the body up against the retaining wall by the bridge.

Witness said that he saw the defendant assist one man to the beach.

Mr. Hall Brutton said that all the evidence in the case came back to Li Kwan, whose statements, he submitted, must be disregarded, as they were wholly misleading. A temporary error of judgment, he contended, was not manslaughter. He quoted an authority to support his contention that gross negligence must be proved.

The Magistrate (Mr. Lindsell) said that he agreed that no jury could possibly convict on the evidence. The defendant would be discharged.

MOTOR SHIP ASHORE.

ALL THE PASSENGERS LANDED.

As reported in the *Daily Press* yesterday, the motor ship *Kong Ning* went aground some six miles above Shiu Hing, on the West River, in the darkness on Sunday night.

Further information was supplied yesterday by a member of the firm of Banker & Co., owners of the vessel.

On the morning following the mishap, it appears, the *Kong Ning's* compradore went ashore in a sampan, and begged the assistance of a Chinese gunboat in getting the stranded motor-ship afloat again. The gunboat attempted to do so, but was unsuccessful.

She, however, took off all the *Kong Ning's* passengers, some sixty in number, and mostly refugees from Canton. Some of them were landed at Shiu Hing, and others at Sham Shui.

According to latest advices, the *Kong Ning* is still aground.

EUROPEAN FINED.

RIDING BICYCLE WITHOUT A LIGHT.

Mr. R. Earnshaw, of the Kai Tack Motor Bus Company, appeared before Mr. Hamilton at the Kowloon Magistracy yesterday, on a summons for riding his motor-bicycle without a light in Salisbury Road, Kowloon.

Defendant admitted the offence, but stated that when returned from Hongkong he found that the light was defective, and as it was late, he rode the machine all the same. A fine of $3 was imposed.

SITUATION IN SHAMEEN.

BOYCOTTING BRITISH STEAMERS

STRIKERS ARRIVING IN HONGKONG.

The boycott of British steamers in Canton seems to be fairly complete. Junkmen and wharf coolies are refusing to handle any cargo from British steamers and the godowns of Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire are said to be completely idle. This also applies in some measure to the Hongkong, Canton and Macao Steamboat Company. For the last two or three days practically no general cargo has been discharged from the *Fatshan*, *Kinshan*, *Lunshan* and *Honam* either at Canton or Hongkong. Yesterday evening no cargo at all was sent up by the *Lungshan*, and very little came by the *Kinshan* in the afternoon. Usually these steamers carry large consignments of silk and other general merchandise for Canton merchants to Hongkong. This trade has now stopped. Consignments of poultry and fish for Hongkong carried by the Steamboat Company's vessels have also fallen off considerably but they have not altogether stopped.

A feature in connection with the arrival of yesterday afternoon's steamer was the large number of passengers she carried. Some 800 passengers were brought down, which is several hundreds more than usual. If there is a boycott on the steamers as regard cargo Chinese are quite apparently quite prepared to travel by them.

All the first and second class berths were filled by well-to-do Chinese women and children who are thought to be fleeing from Canton rather than face a shortage of food in that port. Curiously enough, the third class was packed with working people, many of whom are believed to be actual Shameen strikers. They are said to be flocking to Hongkong where they can live more cheaply than in Canton and with more certainty of getting a regular supply of food.

STRIKE ITEMS.

[FROM OUR CHINESE CORRESPONDENT.]

Even officials in Canton having business to do with Shameen foreign firms had to comply with orders from the committee in charge of the strike of Chinese employés against the objectionable regulations of the concession. On July 25th, according to the *Sun Kwok Wa Po News*, when a Chinese official representing the Deeds Inspection Bureau desired to withdraw some funds for the Government from a foreign bank in Shameen, he had also to apply to the committee for a pass.

The Federation of Labour in Canton has despatched a note to the labour organizations in Great Britain asking them to call the attention of Mr. Ramsay MacDonald to the discriminating regulations in Shameen as sanctioned by the British Consulate-General in Canton.

When Governor Liao Chung Hpi of Kwangtung was seen by a local correspondent regarding the Shameen strike, he was reported to have expressed surprise over the rapid spread of the strike to other interests and hoped for an early return of the *status quo* in Shameen. Nothing has been done so far by the Canton Government on the subject.

Steps have been taken in Canton by the Committee in charge of the strike to influence the Chinese employés in the service of the Hongkong, Canton and Macao Steamboat Company to join the movement also, aside from advising the Chinese to boycott the steamers of the company until the strike is settled to the advantage of the Shameen Chinese.

The following report on the position in Shameen has been received from a correspondent:—

CANTON, July 28th.

Canton is still quiet and nothing further has been published regarding forward movement of negotiations. It is understood, however, that the matter is not stagnant.

Signs are not lacking that some of the strikers have been disabused as regards the promises made by the strike leaders. Two meals a day are provided for the individual striker, without provision for his family. No strike pay is issued unless in return for work, when the payment is small. Cases have occurred where men have voluntarily returned and done work for employers. No further sections but Jardine's and Butterfield's stevedore's staffs and part of the A.P.C. installation men have come out. Many Chinese came into Shameen on strike leaders' passes yesterday to cash bearer cheques. Unfortunately, the absence of compradores' staffs rendered it impracticable to cash these cheques and bearers had to return empty-handed.

A meeting of Chinese office staffs was held on July 26th. It is understood that this section of the strike has dissociated itself from the strike movement.

No change can be found in Shameen in the attitude towards the issue of the strike.

On Saturday, several coolies returned to a certain firm voluntarily and did some necessary work.—*Daily Bulletin.*

HONGKONG LEGISLATIVE COUNCIL.

"SOCIAL HYGIENE" AND A PUBLIC PROTEST.

A DOZEN QUESTIONS ON MATTERS OF LOCAL INTEREST.

A meeting of the Hongkong Legislative Council is called for to-morrow.

The agenda includes the following:

MOTION.

That the following resolution be forwarded to the Secretary of State:—

Hon. Mr. P. H. HOLYOAK:

"That having regard to the announcement by the Press that an 'Advisory Body' has been appointed by the Secretary of State for the Colonies to advise and enquire into the 'Maisons tolerées' and 'Social Hygiene' in Hongkong amongst other places, the Unofficial Members of this Council welcome any enquiry which has the object of improving the conditions of life in and upholding the good name of the British Empire and Colonial Possessions, but resent the fact that the inclusion of Hongkong in this enquiry should have resulted from malicious, misleading and exaggerated representations to the Government which have been widely circulated in England for some time past."

QUESTIONS.

Hon. Mr. P. H. HOLYOAK:

1. Will the Government state:—
 (a) What progress has been made with the structure of the Sai Ying Pun School?
 (b) What is the period covered by the building contract?
 (c) Is there a "Penalty Clause" for late completion, and if so, to what extent?
 (d) When does the Government anticipate that this School will be opened, and having regarded to the pledges given by the Government that this work should be accelerated, how is it that progress, so far, has been slow?
2. Will the Government state:—
 (a) How many of the new first class Typhoon Harbour Moorings are now available for service?
 (b) When does the Government expect that the whole number will be placed and ready for use in the Harbour?
3. When does the Government expect to open "Statue Pier" and Landing Stage to public service, and what is the reason for the prolonged delay in the completion of this very necessary work?
4. When does the Government anticipate the completion of the new "Fire Brigade" Station, upon which work appears to have come to a standstill for a considerable time past, and what is the reason for this?
5. Will the Government lay upon the table "Monthly Progress Reports" in connection with all the above Public Works?

Hon Mr. H. W. BIRD:

"In view of the widespread want of confidence in the purity of the water supply of the Colony, will the Government give reassuring information on the following!":—

1. How does the purity of the water compare with that of London (or any large British town) and what is the exact comparison from a bacteriological and clinical point of view?
2. Is the water analysed chemically and examined bacteriologically at regular intervals at the following points?
 (1) Nullahs entering reservoirs.
 (2) Reservoirs.
 (3) Filter beds.
 (4) Actual tap supply.
 If so could the exact results be stated for the water supplied from Pokfulum Reservoir during last few months? Is it a fact that the water from Pokfulum Reservoir is used at such a rate that it is not stored for a proper length of time?
3. Is there any question whatever of the filter beds being overworked in order to cope with the amount of water required?
4. If the filter beds are overworked or are not supplying a really high quality water, is it not possible to use some more efficient methods of filtration?
5. If filter beds are working efficiently what is the reason of
 (1) the present brown coloured water supplied from taps?
 (2) the addition of chloride of lime?
6. Is there any necessity to boil and filter the water supplied from our taps? If so, why?
7. What arrangements are made for the correct addition of chloride of lime, and is it satisfactory when the water tastes of chlorine?

ORDERS OF THE DAY.

First reading of a Bill intituled An Ordinance to amend the Piers Ordinance, 1899.

First reading of a Bill intituled An Ordinance to authorize the Appropriation of a Supplementary Sum of Two million and twenty-eight thousand and thirty-eight Dollars and three Cents to defray the Charges of the year 1923.

First reading of a Bill intituled An Ordinance for promoting the revision of the Ordinances of Hongkong.

Second reading of the Bill intituled An Ordinance to amend the law relating to stowaways.

THE "SCHLESIEN" ARMS HAUL.

WHAT THE 30 CASES CONTAINED.

The thirty cases of arms and ammunition seized on board the German steamer *Schlesien* by Revenue Officers on Sunday night have been found to contain 275 Mauser pistols and approximately 27,000 rounds of ammunition.

THE TYPHOID OUTBREAK.

DISCUSSED AT THE SANITARY BOARD.

THE M. O. H. AND THE MILK SUPPLY.

ANTI-MALARIAL MEASURES ALSO DISCUSSED.

The Sanitary Board of Hongkong sat for considerably over an hour yesterday afternoon when three important subjects were discussed at great length, viz: (1) the outbreak of typhoid fever in the Colony and its probable source of infection; (2) anti-malarial measures in the Colony; and (3) the general question of the granting of permission to instal water closets, with particular reference to Chinese houses.

There were present at the meeting: Mr. N. L. Smith (Chairman), the Hon. Mr. H. T. Creasy (Director of Public Works), Dr. W. V. M. Koch, Mr. S. W. Tso, Mr. Wong Kwong-tin, Dr. W. W. Pearse (Medical Officer of Health), Dr. A. G. M. Severn (Assistant Medical Officer of Health), and Mr. G. S. Kennedy Skipton (Secretary to the Board).

THE TYPHOID EPIDEMIC.

POKFULAM RESERVOIR: A QUESTIONABLE SOURCE OF WATER SUPPLY.

The CHAIRMAN called on the Medical Officer of Health to reply to Dr. Koch's question as to "What progress has been made in the investigation of the source of infection in recent cases of typhoid fever?"

The MEDICAL OFFICER OF HEALTH said: Before replying directly to Dr. Koch's question I propose to say something with the intention of correcting popular beliefs as to the cause of typhoid. It is commonly supposed that bad smells cause this disease and that the so-called "germs" of the disease live for long periods in soil whence they may emerge into the air and by being breathed into the lungs set up this disease.

Typhoid fever is a parasitic disease. While in cases which are clinically recognised these parasites are contained in the blood of the patient the port of entry of the parasites is *viâ* the digestive system. A man acquires typhoid by eating or drinking something which has been contaminated by the microscopic parasite known as the typhoid bacillus. Every patient suffering from typhoid voids in his faeces or urine, or both, enormous numbers of these parasites. An undetermined number of persons are "carriers" of typhoid bacilli. Such persons may have suffered from recognised typhoid fever or they may never have been recognised sufferers and yet be carriers. If the dejecta of such persons should contaminate food or drink the consumers of such are liable to be infected and to suffer in their turn.

There are many ways by which food and drink can be so contaminated, viz:

1. By the handling of food by carriers such as cooks and other persons domestically employed.
2. By the eating of shell fish, *e.g.*, oysters bred in sewage contaminated water.
3. By the eating of raw vegetables, such as lettuces which have been manured by fresh liquid manure derived from human sources.

These methods of infection undoubtedly account for the usual incidence of typhoid in a colony like Hongkong. The natural defence against this mode of infection lies in avoidance of uncook vegetables, oysters, etc., from impeachable sources, and most of all in domestic cleanliness.

Another important source of infection lies in the carrying of filth on the legs and proboscis of flies from night soil receptacles to food in the kitchen, pantry or dining room. In this case again the precautions are mostly domestic. The abolition of the dry latrine in which the excreta are not covered by earth or some disinfectant and the substitution therefore of the water closet will greatly reduce this chance of infection, but when this cannot be done the utmost precaution is needed to protect food from flies. In Hongkong the domestic fly breeds chiefly in dirty dust bins.

COMMON SOURCE OF INFECTION.

The present epidemic however is not to be explained merely through the above possible sources of infection. During the last fortnight so many cases have occurred that it has been evident that there has been some common source of infection. The first question to be considered was that of the probable contamination of water as supplied to the public by the water taps from which they would naturally take their supply. As the disease has been widely spread throughout the Colony irrespective of the different sources of water supplied to different parts of the Colony and, as the majority of those infected had their milk from the Hongkong Dairy Farm, attention was early directed to the milk supply being the cause of the epidemic. Milk may be contaminated, as can food in private houses, by carriers employed in a dairy. It may also be contaminated by the use of contaminated water used for cleaning milks pails and dairy machinery. It may also be contaminated by the use of typhoid fouled water to adulterate the milk, but this appears to have no application in the present epidemic. The Hongkong Dairy Farm derives its water supply from Pokfulam reservoir and the water is unfiltered. It is true that the Dairy Farm Company has its own so-called filter, but this is in reality merely a strainer and the water after passing through is no better than the water brought to the apparatus. Certainly the Dairy Farm has ample means at its disposal for sterilising its water by boiling, but it has been admitted that for the cleansing of one important apparatus unsterilised water has been used. The investigation of possible sources of contamination of milk at the Dairy Farm has not been completed but it is quite possible that the cause of the epidemic has been this weak point in the defensive armour of the Dairy Farm.

Pokfulam Reservoir has long been known to be a questionable source of water supply but the water derived from it and distributed to the Colony generally first passes through the Government filter beds and has also lately been chlorinated. People who draw water directly from Pokfulam reservoir run great risk from time to time of drinking water which has been polluted by fouling of the Pokfulam catchment area. Their only defence is to boil their water. It is probable that recently there has been an unusual fouling of this catchment area owing to the number of coolies employed in constructing the new motor road from Mount Kellet Road to the Peak Tram Station. The heavy rains of June and July must have washed into the reservoir a great deal of filth which may well have been mixed with excreta from typhoid carriers.

DAIRY FARM WATER SUPPLY UNSAFE.

The incubation period of typhoid fever is so long—two to three weeks—and its onset so insidious that every case notified may be expected to have been infected three weeks at least before notification is made to the Medical Officer of Health. Typhoid bacilli rapidly die out in reservoirs so that any attempt to detect them several weeks after their presumed date of access to the water is usually a failure. However, the bacteriological tests of the Dairy Farm water made at my request has undoubtedly shown that the water is badly contaminated with filth which may reasonably be assumed to have been mixed with human excreta. The human element can not be entirely eliminated from work on a Dairy Farm, and although it is possible for the Dairy Farm Company to use no unsterilised water in their workshops it is desirable that their water supply shall be modified so that no water shall be used that has not passed through the Government filter beds. This could doubtless be managed by bringing water to the Farm from the Peak or more directly from the Elliot filter beds. The Sanitary Board can if it wishes require the Dairy Farm to use no water but that which comes from the Government mains. The Manager of the Dairy Farm has now promised to cut out entirely the use of unsterilised water, but it would be safer to have water from the public supply after filtration and safer still for Pokfulam reservoir to be cut out of the Public Supply. The explanation offered especially as regards the use of unsterilised water for one cleansing process at the Dairy Farm is theoretical and merely shows a possible way by which milk may have been contaminated, for the Dairy Farm Company follows this washing by other processes with the intention of getting rid of any contaminating matter which may have thus gained access to the apparatus. As, however, even the best intentions are liable to fail sometimes, it can not be said that the Dairy Farm is safe as long as its water supply is unsafe.

The MEDICAL OFFICER OF HEALTH went on to say that he had drawn out a rough draft showing the incidence of paratyphoid and typhoid in the Colony for the present month. The number of Chinese and Japanese cases were 14, other cases 55.

Dr. KOCH: Since the last meeting, this day fortnight, how many cases have been reported?

The MEDICAL OFFICER OF HEALTH said that at the last Board meeting he stated that there were only three cases of paratyphoid and one case of typhoid at the Peak. A great number of other cases had been reported since then.

"CONJECTURE AND GENERAL IDEAS."

Dr. KOCH said that it was very interesting to hear what the Medical Officer of Health had said, and especially to know that since he asked his question a fortnight ago, when they were told that it was "Peak Tramway gossip," that the cases had accumulated in such numbers. It struck him that as there had been absolutely no chance of getting at the source of infection they had fallen back on to conjecture and general ideas as to the source of the outbreak. They knew a long time ago that in every annual report of the Department there was a warning contained against the use of salads and greens. He well remembered a lady who lived down below who went to the Peak and there developed typhoid. It was then suggested that she had contracted the fever from eating raw salad, but it afterwards turned out that the lady had never eaten raw salads.

Regarding the Medical Officer of Health's remarks in respect to the Dairy Farm as the possible source of the outbreak, if the milk supply had been contaminated he would have thought that the incidence of typhoid would have been greater, and assuming that the water supply to the Dairy Farm was infected, then the Public Works Department were to blame for not warning the public. They had every month a report from Government as to the state of the water supply.

The DIRECTOR OF PUBLIC WORKS explained that the Dairy Farm did not draw its supply of water from the town supply. It had a supply of its own.

Dr. KOCH apologised, and said that he held no brief for the Dairy Farm, but he could not see that it was fair to throw the blame upon the processes used at the Farm in an attempt to get at the source of infection. There were other possible sources of infection. At the last meeting the Medical Officer of Health made reference to certain latrines for the use of contractor's employees which did not comply with the regulations.

The MEDICAL OFFICER OF HEALTH explained that these latrines were not in accordance with the desires of the Department, although they complied with the regulations.

Dr. KOCH went on to express the opinion that flies were the principal carriers of the infection. He could not see how milk could be blamed. As to the water supply, he had been in the habit of drinking water direct from the pipe and fortunately he had not had an attack of typhoid up to the present. He had come to the conclusion that if the milk supply and the water supply were contaminated, there would have been a much larger number of cases. He had recently a case under his charge in which a person arrived from the Sam Shui district, which is in flood, suffering from typhoid, which showed that it could not be the local milk of water supply.

He was of the opinion that there should be attached to the Sanitary Board something in the nature of a Public Health Laboratory for the purpose of tracing such outbreaks. This outbreak of typhoid was not going to be the only outbreak. There would be other outbreaks with which the Board would have to contend, and as far as he could see it was only by the mercy of providence that they were not hit more often. To his mind it was a great pity that they had not been able to get at the source of it.

"A MILK-BORNE INFECTION."

The MEDICAL OFFICER OF HEALTH, replying, said he did not agree with Dr. Koch that his previous remarks were based on theory; neither did he agree with Dr. Koch that because there was a small number of cases that it could not be a milk-borne epidemic. Even though every possible precaution was taken at the Dairy Farm, they had to remember that the water supply to the farm was not above suspicion. There was always the chance of some accident happening. He honestly thought that this was a milk-borne infection.

Dr. KOCH pointed out that there had been cases in Kowloon, and that milk was supplied to residents there by farms other than the Dairy Farm, though the great majority of people got their milk from the Dairy Farm which was getting water from a questionable source of supply, the Pokfulam reservoir.

The DIRECTOR OF PUBLIC WORKS again pointed out that the Dairy Farm did not draw its supply from the Pokfulam reservoir. The Dairy Farm got its supply by a private pipe from the Pokfulam catchment area and not from the reservoir.

The CHAIRMAN said that the Department held no brief against the Dairy Farm. They all knew that the Dairy Farm had probably the best milk supply east of Suez, and there was no doubt that the methods used by the management for sterilizing containers were sound and that in every other process of supplying milk to the public they took every possible precaution. He thought the Medical Officer of Health would agree with him on that point.

The MEDICAL OFFICER OF HEALTH: Certainly.

On the other hand, continued the CHAIRMAN, it was just a possible source of contamination. It was not a large epidemic; in fact it was considerably smaller than the outbreak twelve months ago. The figures for June were 12 as against 48 last year whilst the figures for July were less than half of those for last year.

The second point they had to remember was that the first cases were confined to a very small area in the Peak district, amongst the homesteads of Mount Kellett. Then suddenly it spread. Cases were reported from Kowloon; cases were reported from Kowloon of two children who had never been across the Harbour at all. Cases were reported from Quarry Bay, where they had their own water supply, which made the Department think that the question of contaminated water was extremely unlikely. Remembering that, the question of the milk supply was considered. As he had already pointed out, the method of supplying milk from the Dairy Farm was exemplary, but they had to bear in mind that the Dairy Farm was entirely dependent upon water which on analysis proved to be bad. It was really asking too much for them to believe that their extraordinary careful methods were cast-iron throughout. He would like to point out that the question of the water supply had been considered at great length, and the purity of the water and the possible contamination of the catchment areas was a matter for the Water Authority to deal with. They received reports from the bacteriologist, and if there were points in the report requiring explanation they asked for them, and they were courteously given.

THOUSANDS OF TYPHOID CARRIERS.

Dr. KOCH asked if the catchments and the water had been examined before and after filtering.

The MEDICAL OFFICER OF HEALTH said he obtained last week from the Dairy Farm samples of water before and after filtering. This was really a matter for the Water Authority but as a possible source of contamination he had the water examined. The result was that the so-called filtered water of the Dairy Farm was not one jot better than the unfiltered water. Both were bad.

Mr. WONG KWONG-TIN said that he was proud of the Chinese rules for eating: never eat anything raw and never drink anything without boiling it. He thought that the figures showing only 13 Chinese cases as against 41 Europeans clearly portrayed that the outbreak was due to eating raw vegetables and drinking milk not boiled.

Mr. S. W. Tso thought they would have to look nearer the homes for the possible source of the outbreak and suggested that flies contaminated the food. He further suggested a campaign against flies.

The MEDICAL OFFICER OF HEALTH: Would you be prepared to carry out a campaign against flies? He said it was impossible to state the different kinds of carriers in the Colony. There were thousands of carriers.

The DIRECTOR OF PUBLIC WORKS said that the public water supply after filtering was chlorinated, which was an additional reason why it was not likely to be contaminated.

ANTI-MALARIAL MEASURES IN THE COLONY.

STATEMENT BY THE CHAIRMAN.

In reply to Dr. Koch's second question, asking for a report or statement on the present state of anti-malarial measures in the Colony, the CHAIRMAN said the Sanitary Department was originally an anti-plague Department and its activities and the activities of its Inspectors were still 80 per cent. anti-plague. At the same time they did not lose sight of other dangers and malaria was one of them. If it was true to say that there would be no malaria without mosquitoes it was equally right to say that there could be no mosquitoes without water. Therefore it was a question of ridding districts, where houses were, of stagnant water by training nullahs.

With regard to the city of Victoria, the training of nullahs had been a success. Years ago Victoria was a most unhealthy place. It was now comparatively healthy. With the great expansion of building during the last five years, especially in Kowloon, it was only natural to think that malaria had also increased in the same ratio.

As regards what steps were being taken he would only say they were always on the look out for bad drains. The question of inefficient drains in several parts of Kowloon had been the subject of strict enquiry and the Department was urging the Public Works Department to see to the proper training of nullahs in places where building was going on. Inspectors were continually on the look out for likely breeding places for mosquitoes, and they were constantly sending specimens of larvæ to the Department for examination.

He would like to say that at the beginning of the present year the question regarding Kowloon was taken up by the Medical Officer of Health, Dr. Woodman, and an Officer of the P.W.D., who formed a business-like committee. They were assisted by an Officer kindly lent by the Military authorities who was something of an expert on such matters. He was afraid their proceedings had not gone very far; in fact not further than the collection of data, which, however, was the first step towards useful progress. Research work was necessary as well. They were short-handed and the Medical Officers of Health could not be expected to do much research work after a full day of routine work. But they were not losing sight of the question, and he thought their efforts would bear fruit in the future.

Dr. KOCH called attention to the presence of mosquitoes on the Peak, particularly in the Mount Kellett area. These areas, he thought, should be attended to.

The CHAIRMAN said that he was urging the Government that the whole of this district required to be cleared and that several nullahs in that vicinity should be filled up.

Dr. KOCH also referred to the drainage area above Seven Road where there were several nullahs which needed building up, and pointed out that the Sanitary Department was not a water-tight compartment. They were here to look after the health of the Colony and if one department said "you can only do this and another said you can only do that," he would like to know where they stood.

Mr. WONG KWONG-TIN suggested the free distribution of quinine to Government contractor's employees engaged in cutting into new land.

There was no further discussion on the subject.

(Continued on page 7.)

"4 DAYS ONLY"

LANE, CRAWFORD'S

SUMMER SALE

COMMENCES TO-DAY

ENDS SATURDAY.

BARGAINS

IN EVERY DEPARTMENT.

LANE, CRAWFORD, LTD.

HOUBIGANT'S

QUELQUES FLEURS PERFUME

AND

CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

WIRELESS MORSE CODE

ON

COLUMBIA RECORDS

3262 { PART 1.—ALPHABET, ELEMENTARY.
" 2.—FIGURES, EASY LANGUAGE.

3263 { PART 3.—MORE DIFFICULT, PLAIN LAUGAUGE, HIGHER SPEED FIGURES.
" 4.—STOCK QUOTLTIONS, ETC., HIGHER SPEED THAN PART 3.

3264 { PART 5.—MISCELLANEOUS MATTER SIMILAR TO REGULAR WIRELESS TRANSMISSIONS.
" 6.—CONTINUATION OF PART 5. BUT MORE DIFFICULT, REPRESENTING REGULAR COMMERCIAL WORKING.

$5.00 PER SET (3 RECORDS)

AT

ANDERSON'S.

Wm Powell Ltd

12, Des Vœux Road. C.

SUMMER

SALE

OF

LADIES' SHOES

Commences Saturday, July 26th.

The whole of our Stock has been Greatly Reduced; in many Styles below cost.

This Stock must be cleared to make room for Autumn deliveries.

NEW ADVERTISEMENTS

NOTICE.

WE beg to notify the Public that we have been appointed AGENTS for Hongkong and Vicinity for

AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y.,

and are prepared to underwrite Fire Risks at Lowest Current Rates.

SANDER, WIELER & CO.,
HONGKONG.

Hongkong, 28th July, 1924. [1090

PERFUMES

EQUAL to the Most Famous Brands: L'ORIGAN, CHYPRE, POMPEY, DIVINA, EAU DE COLOGNE, LOTIONS, L'ORIGAN POWDER, etc. Active Agent Required.

LIEBE CO.,
HAMELN O/WESER,
1088] Germany.

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 5th day of August, 1924, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in square feet.	Annual Rental.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
1	New Kowloon Inland Lot No. 853.	Apliu Street, Shamshuipo.	As per sale plan.				4,280	30	15,840

[1084

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENCLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 12th August, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 29th July, 1924. [1085

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 30th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, 30th July, 1924. [1089

FOR SALE

BY

PRIVATE TREATY.

"THE TOWERS."

NO. 20, BROADWOOD ROAD, Hongkong. MODERN HOUSE of Six Rooms with all Up-to-date Fittings and Improvements. Special Chinese Rooms and Decorations; Ample Servants Quarters. Two Tennis Courts. In its Own Grounds overlooking Happy Valley.

JOHN FLEMING, C.A.,
3, Queen's Road Central,
Trustee,
C. E. WARREN'S ESTATE.

1071]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATONS

NOTICE OF REMOVAL.

ON and From JULY 28TH, 1924, our Offices will be Located at ASIATIC BUILDING, 2ND FLOOR.

ODELL & COMPANY,
Stock, Share and General Brokers.

1073]

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents Per Share has been Declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20TH AUGUST, when Dividend Warrants may be obtained upon Application at the Offices of the Company.

The SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 6TH AUGUST, to TUESDAY, 19TH AUGUST, 1924, both days inclusive.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 21st July, 1924. [1054

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE on WEDNESDAY, 6TH AUGUST, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 6th August (both days inclusive), during which period, no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 9th July, 1924. [1010

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1924, and will be Paid on FRIDAY, THE 29TH AUGUST, 1924, as to Forty Cents ($0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents ($0.33) per Share on Bonus Shares (Fully paid) Nos. 171,000 to 200,000, and Six Cents ($0.06) per Share on the New Shares (1924 Issue) upon which $2.50 per Share was paid up on the 15th March, 1924.

The TRANSFER BOOKS of the Comany will be CLOSED from the 8TH to 29TH AUGUST (both days inclusive).

SHEWAN, TOMES & CO.,
1076] General Managers.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six Months ending 30th June, 1924, will be Payable on THURSDAY, AUGUST 14TH, on which Date Dividend Warrants may be obtained on Application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 1ST, to WEDNESDAY, the 13TH AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hongkong, 22nd July, 1924. [1063

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

ISSUE OF 49,000 SHARES OF THE NOMINAL VALUE OF $10 EACH.

($5 PAID UP.)

NOTICE IS HEREBY GIVEN that the 3RD CALL of $2.50 Per Share on Each of the 49,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The HONGKONG and SHANGHAI BANKING CORPORATION in Hongkong on or before the 15TH DAY OF AUGUST, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.

By Order of the Board of Directors,
A. H. ROWE.
Managing Director.

Dated this 19th day of July, 1924. [1045

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF ARTHUR RYLANDS LOWE, of Victoria in the Colony of Hongkong, Chartered Accountant, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897) made An Order limiting the Time for sending in Claims to or against the above Estate to the 31ST DAY OF AUGUST, 1924. Creditors and Claimants are hereby Required to send their Claims to the Undersigned by the above Date.

Dated this 28th day of July, 1924.

DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central, Hongkong.

1082]

EXPERIENCED CHINESE BOOK-KEEPER, with First Class References, now employed In Charge of Complete Set of Books, DESIRES POSITION with Good Prospects.

Please apply—
Box No. 1048,
1048] c/o The *Hongkong Daily Press*.

INTIMATIONS

ILLNESS INSURANCE.

TAKE OUT A POLICY WITH

THE OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.

GILMAN & CO., LTD.,
Agents.

1075]

THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby Notified that the Lists for Next Seasons Subscription Griffins will CLOSE on the 31st JULY.

[997

HONGKONG & SHANGHAI BANKING CORPORATION.

SETTLEMENT OF YOKOHAMA PRE-EARTHQUAKE ACCOUNTS OUTSTANDING AT 1ST SEPTEMBER, 1923.

ALL Parties having Claims against this Corporation in connection with Pre-Earthquake Accounts should forward Full Particulars and Proofs to the HONGKONG AND SHANGHAI BANKING CORPORATION, KOBE, to be received there Not Later Than 30TH SEPTEMBER, 1924, after which Date no farther Claims will be admitted.

By Order of the Court of Directors,
A. H. BARLOW,
1062] Acting Chief Manager.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 157 now converted into Five Gold Shares in this Society standing in the Name of DIKRAN MOURADIAN has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be Issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, July 12th, 1924. [1019

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO., Has Been Declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 3rd July, 1924. [978

HONGKONG TRAMWAY CO., LTD.

IN LIQUIDATION.
(INCORPORATED IN THE UNITED KINGDOM).

LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by MR. DAVID SAUL LEVY of 12, TIEN DONG ROAD, SHANGHAI to effect the Issue of Scrip for the Shares in the HONGKONG TRAMWAYS, LIMITED, to which, as the Registered Proprietor of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate No. 903 HAS BEEN LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof no Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.

Hongkong, 9th July, 1924. [1005

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY TO SEPTEMBER, from HONGKONG to FOOCHOW (Pagoda Anchorage) and Return, Calling at SWATOW and AMOY on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of $80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave HONGKONG from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to FOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to

DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.

Hongkong, 17th June, 1924. [908

TO-DAY,
at 2.30, 5.15, 7.15 & 9.15.

D. W. GRIFFITH'S
JUDITH OF BETHULIA
with a cast including
Blanche Sweet, Mae Marsh, William Gish, Dorothy Gish, Robert Haron, Henry B. Walthal & Kate Bruce.
Chinese educational film produced by B.A.Y. Coy.
"SAFETY FIRST."
THE CORONET

INTIMATIONS

AERATED WATERS.

"In view of the prevailing epidemic of TYPHOID, we take this opportunity to re-assure our Customers and the Public generally of the absolute purity of our Aerated Waters.

All Water used in the manufacture of our Aerated Waters is scientifically treated, and tested.

Our Machinery and Plant embodies all the latest scientific improvements, and the most hygienic methods and safeguards are employed in every detail of manufacture.

At no point during the entire process of manufacture is contamination in any way possible. At the present time all possible extra precautions are being taken, and we can guarantee that all Aerated Waters as they leave our Factory are absolutely pure.

A S WATSON & CO. LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841.

Hongkong, 25th July, 1924.

BIRTHS.

KENNEDY.—At Shanghai, on July 23rd, to Mr. and Mrs. J. KENNEDY, a daughter.

MATSON.—At Shanghai, on July 24th, the wife of FRANK MATSON, a daughter.

WHITE.—At Shanghai, on July 23rd, to Mr. and Mrs. ALG. V. WHITE, a son.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 30TH, 1924.

THE HIGHER COST OF LIVING IN CHINA.

II.

WHILE it can readily be appreciated that the higher cost of living for all sections of the community in Hongkong is to a large extent the inevitable result of the enormous increase in house rents that has taken place in recent years, it is obviously not the only cause. As was pointed out in the article we published yesterday, the Decennial Reports of the Chinese Maritime Customs show that there has been a substantial rise in the cost of living throughout China—at all events in every place in which the Customs has a station—not only as regards every imported necessary of life, but every locally produced necessary articles.

Taking a wide and general view of our subject, we may see the origin of this tendency on the part of Chinese produce in the great fluctuations that have taken place in recent years in the price of the staple food of the people—rice. There are places where house rents have not materially appreciated during the decennial period covered by these Reports. They are few, it is true. In fact, so far as we have observed, the port of Ningpo is about the only place in China of which it has been possible to write that "house-rents have not so far been affected by the upward trend of all other living expenses." In Foochow rents are set down as having risen 50 per cent.; in Canton from 100 to 150 per cent.; they have doubled in Nanning; "land values and house rent have risen some three times" in Wenchow; in Shanghai, we are told, "rents have increased more than any other factor in the cost of living, it being estimated that they have risen in recent years by from 30 per cent. to over 100 per cent., according to location." In Hongkong, owing to the frequent and sudden influxes of crowds of people from the chronically disturbed mainland, the average of increase must be much higher than at Shanghai.

But in all places which are not subject to great and sudden pressure on their housing accommodation, the primary cause of the great change that has taken place in the cost of living may be traced to the increased cost of rice. Every Commissioner of Customs remarks on this increase. It probably accounts to a large extent, for the increase in the cost of every other of the prime necessities of life. If we turn to the report on Ningpo, where as we have said, the people enjoy the luxury of house-rents which have remained stationary, we find the Commissioner saying that it takes $10 now to buy a quantity of rice that could be bought twenty years ago for $5, and ten years ago for $8.50. As he says, "the rate of wages among workmen of all trades is closely related to the price of rice." But while such necessities as firewood, pork, and fish, not to mention cotton clothing material, have all risen, the Commissioner estimates the rise in the rate of wages at Ningpo in ten years at "approximately 15 per cent." In this respect, also, Ningpo must be accounted the most favoured place in all China; and yet the Commissioner describes the general rise in the cost of living there in the two closing years of the decade as "disquieting." If the people of Ningpo should become acquainted with the re ports from other centres—even the neighbouring port of Foochow—they should know when they are well off. Many of the Commissioners give comparative tables of prices of essential household commodities over a course of years, or work out the percentage of increase for each over the decade, and, so far as we have observed, there is not an article of consumption that has not risen very substantially during the decade.

Beginning with rice, we start the "vicious circle." Take this extract from the Pakhoi report:

"The cost of such locally produced commodities as rice, etc., fluctuated very considerably, of course, throughout the ten years, according to whether times were those of plenty or scarcity, but still the trend of prices was always to rise rather than fall, and, compared with that of ten years ago, the price of rice in normal times is now 100 per cent. higher."

If rice—the staple food of the people—is dearer the consumer demands more wages in order to pay for it, and so in turn must the cost of every other locally produced commodity be increased to meet the higher wages demanded by producers who live mainly on rice. House rents come in their turn, even where populations remain practically stationary. When new building is required to meet the growth of population higher rents are inevitable in view of the increase in building costs.

In all this no account has been taken of imported commodities. These are described in the Reports as having increased by leaps and bounds. Nor must we disregard the rising standard of living, which make these imported commodities essential needs. Wages in many places have not risen yet commensurate with the increased cost of commodities. The Pakhoi Commissioner, for example, says that in some instances the rise in the cost of imported commodities—*i.e.*, kerosene oil—"is threatening to put them out of reach, or all but so, of many who, when wages and prices were lower, could afford to purchase."

On the top of all this—notably so in the neighbouring province of Kwangtung—there is formidable taxation in a great variety of forms to meet the alarming cost of the warfare which has been waged in the province for so long. If order could be restored in the province, and the ordinary trade routes once again made safe for trade, we might begin to entertain some hope, if not of a substantial decline in the cost of living, at all events some approach to stabilisation. But with prices once on a high level the rising standard of living among the Chinese will tend to maintain them. In not one of these Reports do we find any prospect held out of a return to former price levels.

Three boat masters were fined $15 each at the Marine Court, yesterday, by Lieut.-Comdr. G. F. Hole, R.N., for mooring their boats alongside the s.s. Lok Sam without permission.

Mrs. H. L. Clift will conduct the Bible Study Circle at the Helena May Institute during the month of August on Fridays at 10.30 a.m. All are welcome.—ADVT.

"The Search for Happiness" will be the subject of this week's Public lecture at The Hongkong Lodge, The Theosophical Society, 16, Queen's Road Central, to-day, at 5.45 p.m. All are welcome.—ADVT.

Yesterday's Garrison Orders contain the notification for the information of Officers Commanding Units that all milk should be boiled before use. Another notification has reference to arrangements made for the inoculation of families.

In reference to Messrs. A. S. Watson & Co.'s current advertisement in which they guarantee the absolute purity of their aerated waters, we are informed that samples have been sent for analysis by the Government Bacteriologist and his report confirms their absolute purity. Six bottles of soda water and six of sarsaparilla were sent to the Government Analyst whose reports have been sent to us for inspection.

It is announced that the Shanghai Municipal Council have decided to extend the general hour of closing for cabarets in the Settlement from 1 o'clock to 2 o'clock, retaining the provisions for a clock limit on Saturday night and allowing the cabarets to remain open all night on national holidays. The present practice of granting one special 3 o'clock night to each establishment each week is to be abolished.

Somebody has suggested to the Shameen Strikers Union that a more effective way of dealing with the foreigners than stopping their food supplies would, be to prohibit the circulation of Hongkong banknotes in Canton, as Hongkong prohibits the circulation in Hongkong of Canton silver coins. When the merchant classes in Canton and the whole province of Kwangtung have the same confidence in Canton notes as they have in Hongkong notes the suggestion may be taken seriously, but not until then—and the time seems a long way off.

Two interesting sporting fixtures have been arranged between the Hongkong Cricket Club and the Hongkong Baseball Club, with whose manager the idea originated. The H.K.C.C. will shortly played a baseball match against the American side, and next season the Baseball Club will meet the Hongkong Cricket Club in a cricket match. For the baseball match the H.K.B.C. will, if required, lend their opponents a pitcher and a catcher, and the H.K.C.C. will return the compliment in the cricket event by lending the Americans two bowlers and a wicket-keeper. Several members of the British club were practising baseball at the nets yesterday afternoon.

OBITUARY.

MR. WILLIAM ARMSTRONG.

We deeply regret to record the death of Mr. William Armstrong, who passed away at the Peak Hospital at 6.30 p.m. yesterday. Mr. Armstrong entered the hospital about a fortnight ago suffering from influenza, but as the days passed fever continued and it was found that he was suffering also from paratyphoid. On Monday his illness took a serious turn, a clot forming on the brain and although a slight improvement was noticed yesterday morning it was not maintained.

The late Mr. Armstrong, who was in the service of Messrs. Butterfield & Swire, and was just on 48 years of age, was born in Hongkong and had lived here practically all his life. His mother, who died a few years ago at a very advanced age, was reputed to be the oldest lady resident of the Colony. Mr. "Willie" Armstrong, as he was best known to the older residents, was for many years a keen volunteer and held the rank of Captain, when he retired some few years ago, the holder of a long-service medal. He married, 15 years ago, a daughter of the late Mr. and Mrs. W. G. Humphreys and has one son aged 14, at Marlborough College, and a daughter about five years of age. Mrs. Armstrong proceeded to England to be with her son about eighteen months ago and had contemplated returning to Hongkong in September. It is scarcely necessary to say that the deepest sympathy will be felt for her in her sad and unexpected bereavement, and also with Miss Armstrong, the deceased gentleman's sister, and other members of the family residing in the Colony.

The funeral will take place this afternoon at Happy Valley.

THE TYPHOID OUTBREAK.

LAST WEEK'S CASES.

The Medical Officer of Health's return of notifiable diseases for last week shows 20 cases of enteric fever, with 3 deaths, and 5 cases of paratyphoid fever and 1 death.

Of the enteric fever cases 11 occurred in the Victoria registration district, 8 in Old and New Kowloon and 1 at Shaukiwan. The patients were: 9 British, 2 English, 4 Chinese, 2 Danish, 1 Welsh, 1 Japanese and 1 Indian.

The distribution of the paratyphoid cases was 1 in Victoria, 1 in Kowloon, 2 at Shaukiwan and 1 at Aberdeen, and the patients were: 2 Scottish, 2 Chinese, 1 American. One was an imported case.

On Monday two further cases of paratyphoid were reported—one in Victoria and one in the New Territory. One was a British case, the other Chinese.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LONDON CONFERENCE.

EVACUATION OF THE RUHR.

NEW FRENCH ATTITUDE.

LONDON, July 29th.

A new tone is exhibited in the French Press to-day in consequence of despatches from French correspondents in London stating that negotiations are about to begin as regards the evacuation of the Ruhr and suggesting the likelihood of a satisfactory result if France is adequately compensated from the economic view point.

Ere Nouvelle says that by giving the world striking proof of her loyalty in evacuating the Ruhr France will be entitled to ask the Allies to make a sacrifice in regard to war-debts and guarantees of security.

WHAT FRANCE WANTS.

M. Herriot, speaking at a banquet in London attended by his compatriots, said the Conference aims to re-establish peace after war. France wanted a peace favourable to the whole of mankind. The French Government had the right to emphasise that a peace which did not grant France her rights would be an unjust peace. It was impossible to base order upon injustice. M. Herriot recalled France's sufferings, and added "We are trying now to conciliate what we owe to peace and what is due to France."

The Left papers, *L'Oeuvre*, and *Ere Nouvelle*, insist that in exchange for the military evacuation of the Ruhr France gets compensations concerning debts and security.—*Havas.*

EARLIER CABLES.

INVITATION TO GERMANY.

LONDON, July 28th.

The plenary Conference sat for 1½ hours this afternoon. It is understood that it has decided to refer the question of inviting German representatives to the heads of the five Allied delegations. There was a certain amount of disagreement over the report of the first committee on the question of a German default, and it has been decided to call a further meeting of the committee on Wednesday morning.

Reuter learns that the Germans will be invited will be invited to the Conference immediately an inter-Allied agreement be reached. The Reparations Commission will be invited to participate in the deliberations in London.

A Conference communique confirms the earlier messages, and anticipates that the heads of the delegations will invite the German representatives on July 31st and August 1st. It emphasises that the Conference does not intend to force anything on the latter. The documents prepared will simply serve as a basis for discussion.

IMPORTANT REPORT ADOPTED.

Sir Joseph Cook acted as a member of the British Empire delegation. The Conference has adopted an important report by M. Fromageot and Sir Cecil Hurst, the Franco-British jurists, on the procedure necessary for an agreement with Germany whereby the Dawes plan may be put into operation without running counter to the Versailles Treaty, which at present does not provided for some of the proposed measures. The communique states that the first committee is still at work. The report of the second committee as regards the fiscal and economic unity of Germany, has been presented and accepted. The third committee expects to complete its report very shortly.

LATEST CABLES.

HOME BUILDING TRADE DISPUTE.

ABORTIVE CONFERENCE.

LONDON, July 29th.

A joint conference of building employers and men sat for five and a half hours at the Ministry of Labour yesterday in an endeavour to settle the wages dispute. The meeting finally broke up in confusion.

FLOUR PRICES STILL RISING.

BREAD TO COST MORE.

LONDON, July 29th.

The biggest increase in the price of flour since the rise began in May is involved in an announcement by the London Flour-millers' Association that the price of a 280lb. sack of standard grade flour is advanced 3s., making the price 48s. 6d.

This may mean a further advance in the price of bread, which the master-bakers have already intimated to take place on August 4th.

LATEST CABLES.

REVOLT IN BRAZIL.

EVACUATION OF SAN PAULO.

WASHINGTON, July 28th.

The Brazilian Embassy announces that the revolutionaries have withdrawn from San Paulo, which is occupied by Federal troops.

NEW YORK, July 28th.

A cable company has received a message from an authentic source stating that the revolutionary outbreak in San Paulo was concluded by a Government victory, adding that the conditions in San Paulo were rapidly becoming normal.

LONDON, July 28th.

In the House of Lords, Mr. Parmoor stated that the foreign representatives in Brazil had jointly addressing the President regarding the care of foreigners leaving San Paulo and the responsibility of the Brazilian Government for their lives and property. He declared the H.M.S. *Curlew* was proceeding to San Paulo from Trinidad.

WASHINGTON, July 28th.

The Admiral commanding the British naval forces reports that all Americans were safe when Brazilian Government troops occupied San Paulo. There was considerable damage to property by shell fire.

RIO DE JANEIRO, July 28th.

A communique confirming the rebel evacuation of San Paulo says the Federals have begun an energetic pursuit and have already occupied a majority of the points to which the rebels are retreating.

EARLIER CABLES.

EDINBURGH TRAIN SMASH.

FOUR PERSONS KILLED; MANY INJURED.

LONDON, July 28th.

Four persons were killed and twenty-nine injured in a collision at Haymarket station, Edinburgh, when a train to Port Edgar, in the Firth of Forth, ran into a stationary suburban train.

Four carriages of the latter were telescoped.

THE WORLD'S SPORT.

FOURTH TEST MATCH.

RAIN PREVENTS PLAY ON MONDAY.

LONDON, July 28th.

At Manchester, incessant rain fell through the night and morning, and all hopes of play to-day in the Test match were abandoned by 1.50 p.m.

MANCHESTER, July 29th.

Although rain stopped at 6 p.m. yesterday the wicket did not recover and there was no play before lunch to-day.

OLYMPIC GAMES.

MEDALS FOR SUCCESSFUL PARTICIPANTS.

PARIS, July 28th.

Twenty-six nations scored points in the Olympic national classification, which is on a system drawn up by the French Olympic Committee.

The award of medals is entirely distinct from the points of award and twenty-seven nations receive medals, some of which are as follow:—

	1st.	2nd.	3rd.
United States	45	26	27
Finland	14	13	10
France	11	15	10
Britain	9	11	11
Australia	3	1	2
South Africa	1	1	1
Canada	0	4	1
Ireland	1	0	0
New Zealand	0	0	1
Japan	0	0	1

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

THE TEHERAN OUTRAGE.

TERMS OF SECOND U.S. NOTE TO PERSIA.

WASHINGTON, July 29th.

Mr. Kornfeld's Note indicates that the United States expects Persia to meet the expenses of sending an American warship to bring home the late Mr. Imbrie's body, and also to furnish military guards at the American Legation as long as is necessary. The Note adds that the continuance of Diplomatic and Consular representation in Persia will be dependent upon the action the Persian Government takes to vindicate the principles of International Law. The Note emphasises the seriousness with which the American Government views the present situation.

EARLIER CABLES.

MACMILLAN ARCTIC EXPEDITION.

WINTER QUARTERS VACATED.

PORTLAND (OREGON), July 28th.

It is learned that the Donald Macmillan Arctic expedition, which started from Wiscasset, Maine, in June 1923, has now left its winter quarters and reached a point 187 miles to the south thereof, making the position probably the vicinity of Capetwork.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TO HELP FLOOD SUFFERERS.

NECESSARIES EXEMPTED FROM TAXATION.

PEKING, July 29th.

At a meeting of the Cabinet this morning at which Dr. Wellington Koo presided, the Finance Ministry's proposal to exempt from taxation for a period of four months all articles of clothing, foodstuffs and shelter materials intended for the relief of the flood sufferers was approved.

The Cabinet decided to make this order applicable to all provinces.

LOSS OF "TAIREI MARU."

COLLISION IN DENSE FOG.

TOKYO, July 29th.

The accident to the s.s. *Tairei Maru* (reported yesterday) was caused by a collision with the s.s. *Shimpo Maru*, of the Kishimoto Steamship Company, in a dense fog. The former vessel sank in 20 minutes.

CHINA CONCESSIONAL LEASES.

GOVERNMENT MAINTAIN ATTITUDE.

LONDON, July 28th.

In the House of Commons, replying to Mr. Foot Mitchell regarding the renewal of the concession leases in China, Mr. Jowett said there was no prospect of a reversal of the decision.

[BY COURTESY OF THE "DAILY BULLETIN."]

S.S. "FAU SANG" ASHORE.

TIENTSIN TRAFFIC HELD UP.

TIENTSIN, July 28th.

The Indo-China Steam Navigation Company's steamer *Fau Sang* went ashore at Tomb's Bend, on the Haiho, last night.

Tientsin traffic is being held up.

SOVIET SHIP'S PREDICAMENT.

OUTSIDE COLOMBO HARBOUR SHORT OF COAL.

The romance of the seven seas comes to Colombo in ships, says the *Times of Ceylon*, of July 10th, which continues:—Already this week sensation was supplied in the discovery of contraband arms on the German vessel *Schlesien*—cases of rifles and revolvers, disguised as machinery parts, and probably intended for one or other of the parties engaging in the interminable wars in China. Now comedy is provided in the strange predicament of a Russian vessel, the Transbalt, which arrived outside Colombo harbour about 1 p.m. yesterday. Owing to the unsatisfactory nature of her cargo the Master-Attendant refused to allow the ship to enter the harbour.

The vessel, which flies the Soviet flag, cannot enter Colombo harbour, nor can it proceed on its voyage to Odessa as it has only about 100 tons of coal on board and requires provisions and fresh water.

A conference was called last evening, at which the Chief Ordinance Officer, the Master-Attendant, Mr. A. G. Gottelier, D.I.G. of Police, C.I.D., and Mr. C. H. Collins, Principal Assistant to the Colonial Secretary, took part. Nothing definite was decided as the Captain of the ship was not present to be interviewed.

Another conference took place this morning, which the Chief Ordinance Officer, the Master-Attendant and Mr. Collins attended, and at which the Captain of the ship and a representative of the agents, Messrs. Carson & Co., Ltd., were present. After 3 o'clock to-day Government came to the decision to allow the ship to enter Colombo harbour.

It is persistently reported in Peking papers that the boy Emperor is about to depart on a tour in Europe. The latest rumour is that he has been for two days closeted with Mr. Johnston in the latter's house in the Yao Shi-hutung working out a plan to facilitate his departure abroad on which his heart is set.

Her 50th year in China was celebrated last week by Mrs. M. A. Youngson, of 586, Rue de l'Observatoire, Shanghai. Mrs. Youngson came to Shanghai with her husband in 1874. Since then Mrs. Youngson has lived practically all her life in Shanghai, and although she went Home after the death of her husband in August, 1897, and again recently when she intended to stop at Home for good, it was not so very long before the call of the East was too strong for her, and she came back to Shanghai with her family of six—four girls and two boys, and remained here. She stoutly affirms that Shanghai is the one place for her, and that she will never leave it. Indeed, in this determination she has reason on her side, for during her 50 years' residence she has never once been ill.

THE RAISING OF THE SIEGE AT KWEILIN.

CLOSELY INVESTED FOR 77 DAYS.

"INDESCRIBABLE DESOLATION."

The Kweilin correspondent writing to the *North China Daily News* under date of June 26th says:—

On Tuesday proclamations issued by Marshal Li announced that an armistice had been arranged and fighting was to cease at noon to-day. The news came at a time when it was least expected. The shortage of food in the city was driving the people to desperation and rice riots were being feared, while the heavy rains and swollen streams were holding back the relieving forces expected from Hunan. It looked as if the outer forces were slowly gaining the advantage, but at noon on Tuesday the old cannon ceased to fire and at 11 o'clock on Wednesday morning the last rifle shot was heard.

Soon the besieging forces stationed in the surrounding villages who had placed a tight cordon around the city for 77 days, began to withdraw, while their companions stationed nearer the city fell into friendly conversation with the soldiers on the wall. On Thursday morning before daylight these also retired. Shortly after, when pedestrians were permitted to ascend the wall and look over, what a picture of indescribable desolation met their gaze. The whole section of the city skirting the walls was a mass of ruins. Here and there a huge pile of broken brick and charred timbers was all that was left of what a month ago was as a prosperous store or a thriving godown. Near the place where the wall had been blown up a large mass of stone and mingled debris from which emitted a deadly stench marked the spot where on the morning of the explosion two score of the storming squad were buried by the falling wall.

Prospects for the return of peace and prosperity seemed bright and hopes ran high when suddenly a change was noticed. Marshal Lu accompanied by his body-guard and a few officers came out in person on a visit of inspection. The old Marshal seemed to be distrustful of the tactics of his shrewd enemy, for at once orders were given that the breach in the wall should be better fortified and strongly guarded, while new stone barriers were ordered to be erected across the street outside of the city walls and soldiers were sent out to occupy strategic points. Buildings near the wall which General Shen's soldiers had occupied and used from which to launch attacks on the city were put to the torch and completely gutted and thus rendered useless for further operations. The big field gun which for the past weeks had shelled the enemy positions was also taken out at dusk and placed ready for action.

These war-like preparations were not at all comforting to a war-weary populace and many of the well-to-do classes began to leave the city fearing further fighting was to take place. Quietness however still prevails, though there is a feeling abroad of uncertainty and fear. The troops of General Shen have retired on all fronts a distance of 30 to 60 *li* away from the city and are now resting on their arms evidently hoping that Marshall Lu will evacuate the city and leave it to them for their future camping ground. But the old war lord has no thought of leaving the city which he has so ably defended for the past 77 days. The time is being spent in better preparing himself against a further attack, and in looking for the Hunan re-inforcements which have been expected for so long.

LATER.

We were besieged for 77 days. For 50 days we did not take our clothes off save to bath, and then dressed again immediately ready for any emergency. Letter carriers were not permitted to enter the city, and for over 80 days we did not hear from our friends in the outside world. Our outgoing letters too were detained, until friends became alarmed.

A few days after the siege was lifted we were permitted to leave the city and start for Wuchow by native boat.

Seventy Japanese sailors stationed at the Yokosuka Naval Station recently swam to Omori, a distance of about 25 miles in 11 hours. The swimmers left Yokosuka at 6 o'clock in the morning and arrived at Omori at 5 o'clock that afternoon. They were accompanied by two torpedo destroyers.

A majority of members of the Municipal Council at Shanghai endorse the view expressed by the Commissioner and Acting Commissioner of Public Health that the functions of a Municipal Veterinary Surgeon would be mainly directed to providing for the welfare of cattle to the benefit of their owners, and it is thought to be in the way incumment upon the Council to incur the expense of such appointment, which would in fact amount to indirectly subsidizing the dairy owners. For the reasons stated in the Commissioner's report, it is considered that the advantages derived would be out of all proportion to the benefits to public health, more particularly having regard to the expenditure involved.

SHIPPING COMPANIES' PROFITS.

MUCH INFORMATION WITHHELD FROM THE PUBLIC.

IMPROVEMENT IN REVENUES: REDUCED WORKING EXPENSES.

In compiling a review of shipping profits in 1923, it is perhaps as well, at the outset, to direct attention to the fact that the bulk of the capital invested in sea transport is now represented by "liners", says the *Economist*. Unfortunately, the operations of these fleets are veiled in considerable obscurity. The rates they charge are, as a whole unknown to the public; no returns of tonnage carried by them are ever published, and issued accounts are often deficient in detailed items. The balance of the mercantile marine consists of "tramps." And it is from the movements of the latter description of vessel that most shipping statistics are compiled. According to private reports, in 1923 liner holds were filled on an average to 80 per cent. of normal capacity, as compared with 70 to 75 per cent. in 1922. Passenger traffic, though shrunken in comparison with 1913, similarly improved. It has been estimated that the average gross revenue per ton carried by liners in 1923 considerably exceeded 25 per cent. over the average of 1909-13. On the whole, the revenue of shipping in 1923 probably differed little from that in 1922, estimated by the Board of Trade at £110 millions net. Substantial reductions in the cost of running vessels were made. Wages of crews were reduced by 10 per cent., and port charges brought down to about 60 per cent. over pre-war scale, while the acceptance of low premiums by underwriters curtailed the charge for insurance to something like pre-war figures. The average cost of bunkers was roughly 70 per cent. above the 1913 level, as compared with 60 per cent. in 1922.

The British-India Steam state that further reductions in working expenses and improvement in freights have been responsible for better results; last year it may be recalled, this company transferred an unstated amount from reserve. In the profit and loss account appeared the item, "Net result after transfer from reserve funds, and allowing for depreciation on steamers." This is certainly one way of averaging profits. In the balance-sheet for 1921 the reserve fund is given as £500,000; in that for 1922 the fund is shown as £400,000, but it is not clear how much of this difference was added to net profit and how much was used in other ways. The Cairn Line was not able to make a profit; indeed, £75,000 has been taken from the contingency account. The directors complain of high wages, port charges, and the cost of handling cargo. But other companies had to face somewhat similar conditions. A year ago the Cairn Line distributed 5 per cent. on its ordinary capital. The Cunard Line maintained profits. Ordinary shareholders of the Eagle Oil Transport having, for the time being, waived their right to dividend distributions, the directors were able to set aside £750,000 for depreciation. Elder, Dempster & Co. is partly a holding company. How far the decline in profits is due to a falling off in the earnings of the company's fleet, and how far to a drop in receipts from investment in other shipping companies, it is impossible to say. Income from investments and profit at head office and branches is given as £527,600, against £535,700 a year ago.

Furness, Withy maintain a bonus distribution. The Houlder Line keeps up its steady progress, but Lamport and Holt withdraw £200,000 from reserves. The accounts of Manchester Liners are rather out of date for the purposes of our review, covering the 12 months ended June 30th, 1923. The Oceanic Steam in its report referring to the year 1923, says that "the period under review has been one of exceptional difficulty, and the result of the year's working is much less favourable than previous years." It is pointed out that "in the North Atlantic service the restrictions imposed upon immigration into the United States continue to affect trading results very seriously." The report is couched in pessimistic vein. The Orient Company again distributes 12½ per cent. and places £125,000 to reserves. We have before drawn attention to the accounts of the P. & O. Perhaps it may not be out of place to mention here that in reply to a request for a copy of the directors' report, balance-sheet, and profit and loss account, the secretary of the Booth Steamship Company wrote: "This company's reports are not now sent to the Press, as they are not of interest to the general public." The preference shares are quoted on the Liverpool Stock Exchange; it would be interesting to know if this quotation is of interest to the general public, and if not why it was asked for in the first place.

UNENVIABLE REPUTATION.

The shipping industry has earned for itself an unenviable reputation in the matter of its accounts. By a process of gradual enlightenment P. & O. give out fresh details. For 1921 assets constituted one item at £23,236,598. Twelve months later the company, in communicative mood, expanded this figure into four items. For 1923 another item is revealed. The chairman of the P. & O. at the annual general meeting, in referring to the demand for more information, said: "There were, doubtless, some people outside that room who would like more information of the company's affairs than was given by the report and accounts and by his, the chairman's speech. To say much more might lead to their being urged to increase the dividend, and to a depletion of their resources, which would be a departure from the conservative policy which had guided the P. & O. Company throughout its existence." In short, the speech was a negation of the modern trend of thought towards policity.

(*Continued on next column.*)

THE TYPHOID OUTBREAK.

(*Continued from page 5*)

WATER CLOSETS FOR CHINESE?

A TICKLISH SUBJECT.

The Board then proceeded to consider the general question of granting permission to Chinese to instal water closets in their houses.

The CHAIRMAN, in introducing the subject, described it as a question of general policy as to whether the Board should grant or refuse applications for the installation of water closets in Chinese houses. He had written at some length on the subject and he had suggested that such applications should be refused. The question had been brought up by two applications from the centre of Hongkong served by public flush latrines. One application came from a boarding house where 100 Chinese were housed. The other was from a shop with about 20 employees. The applications were referred to a Committee but the members were unable to come to a decision on the matter, stating that they preferred that the matter, which was one of general policy, should be discussed by the whole Board. He was of the opinion that if the general policy of installing water closets in Chinese houses was adopted they would not get proper sanitary attention and would not be kept clean. He thought the time was not yet ripe for the wholesale adoption of the flush system. His predecessor was very strong on the matter and his contention was that they should go slowly before granting applications wholesale.

He proposed that the applications be refused.

The DIRECTOR OF PUBLIC WORKS seconded.

Mr. Tso said the remedy of dealing with Chinese who did not keep their closets in a sanitary condition lay with the Board. It was a simple matter for the Board to cancel the permits. He was of the opinion that Chinese should be given the chance to educate themselves in such matters.

APPLICATIONS REFUSED.

Mr. WONG KWONG TIN endorsed Mr. Tso's remarks and asked for information as to how many Chinese, who used the flush system, had failed in respect mentioned by the Chairman and if there were any complaints received by the Department as regards European houses. He would also like to know how many Inspectors were employed by the Board to inspect water closets and if one or more could be detailed for such work. He thought they ought to encourage the flush system as much as possible.

Mr. TSO said he would like to point out that the night soil system was the worse system of sanitation under the sun. It was a system, which in his opinion, bred infectious disease carriers. It was high time that the night soil system was stopped.

The CHAIRMAN hastened to point out that then was nothing racial in the question. It was just a matter as to whether or not the Chinese poorer classes were sufficiently educated to use the system properly. Dr. Tso had said that there was nothing worse than the night soil system. To his mind there was one thing worse and that was a badly kept water closet. He thought the conditions of the latter were much worse. He again advised the Board to go slowly.

The MEDICAL OFFICER OF HEALTH, replying to Mr. Wong Kwong-tin, said that his questions called for figures and as such, notice of same should be given in which case the figures asked for could probably be given.

The CHAIRMAN said that he was not prepared to recommend that an inspector be detailed for the purpose of inspecting W.C.'s. They had neither the time nor the staff for such a purpose.

The motion for the refusal of the applications was then put to the meeting and carried. Messrs. Tso and WONG KWONG TIN voted against.

This concluded the business before the meeting.

The reserve fund of the Royal Mail now stands at £1,600,000, and the insurance fund at £1,177,000. With the transfer of £750,000 the depreciation and sinking fund reserve of the Eagle Oil Transport amounts to £2,644,000; repair and other reserves stand at just over half a million. Notes have been purchased and cancelled during the year for £541,700, leaving outstanding of the note issue £2,458,300.

INCREASED TONNAGE.

Providing that our assumptions are correct; the better receipts from transport of goods would improve the appearance of accounts, and the reflexion should be discernible in changes in values of ordinary stocks and shares." Lord Kylsant, at the annual meeting of the Royal Mail Company, held on May 29th, in taking a glance into the future for British shipping, pointed out that one "problem confronting shipowners of all nations is the fact that with diminished world trade, the world's shipping tonnage has increased by 18 million tons since 1913. Consequently while expenses of working British ships are still almost double the pre-war standard, rates of freight have fallen in many cases to non-commercial levels, and in order to maintain regular services it is often necessary to send vessels, which otherwise would be laid up, on voyages involving a certain loss. Under these circumstances, competition is extraordinarily acute, more particularly on the part of those Continental lines in whose cases expenses, especially wages, owing to depreciated currencies, etc., are far below our own. It was high operating costs in pre-war years that militated against America having a big mercantile marine because of the competition of vessels with low working costs. Now, the operating costs of British shipping are much higher than those of the vessels of other countries with whom our shipping is in competition." He concluded, however, by stating that these conditions may be ameliorated by a general improvement in trade, of which there are tangible signs, and he was of opinion that British shipowners would be able "to hold their own."

WHAT IS AN **ARIDOR?**

THE MOST EFFECTIVE

DRYING JAR

MADE.

YOU CAN NOW PROTECT YOUR CIGARS AND TOBACCO FROM HUMIDITY.

STOCKED BY

TABAQUERIA FILIPINA

LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

STEEL WINDOWS

MADE BY

HENRY HOPE & SONS, LTD.

Already in use in Hongkong in many First Class Offices and Residences.

No Warping, Dry Rot or White Ant Destruction.

FOR PARTICULARS AND PRICES, APPLY TO—

DODWELL & CO., LTD.,

SOLE AGENTS. MACHINERY DEPT.

Warmth without Heat; Coolness without Chill.

ON really hot days, when the coolest of cool drinks fails, Aertex will keep you fresh and cool.

It is the unusual construction of Aertex that guarantees this coolness. It contains hundreds of tiny cells that form an effective air-circulating system which cools the tissues, cleanses the pores, and refreshes the whole of your system.

Aertex garments maintain the standard of excellence associated with their name in all parts of the world.



Beware of Imitations—See the AERTEX Tab on all genuine AERTEX garments, your guarantee of excellence in fabric and manufacture. AERTEX garments are obtainable from leading outfitters in all parts of the world. *Wholesale only:*

THE CELLULAR CLOTHING CO. LTD.
Fore Street, LONDON, E.C. 2. England.

AERTEX — CELLULAR CLOTHING CO. — LONDON — This Label on all Garments

Wear AERTEX Underwear

Warmth without discomfort—Coolness without Chill

HORLICK'S MALTED MILK

Drink HORLICK'S MALTED MILK. Whether a baby or "grown-up" the health-giving properties of HORLICK'S, the FOOD-DRINK, are put into operation right away.

The blood becomes purified, and the brain and body are nourished and "fortified" as Nature intended by pure food.

Made in an instant by the addition of a little water, hot or cold.

Of all Chemists and Stores.



HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS., ENG.

CIGARETTE MACHINERY

800 Cigarettes per Minute!

PLAIN OR TIPPED ON

Our New "Triumph-Model U.G." Cigarette Machine

The phenomenal speed of this machine, its supreme simplicity and its low cost of upkeep, are due to the revolutionary improvements in its design and construction—the outcome of 40 years of experience in the manufacture of cigarette machinery.

This machine is an indispensable part of the equipment of any modern up-to-date factory. Old model machines are rapidly being replaced. The measure of your success depends on your cost of production.

Write for full particulars today on our—

CIGARETTE MACHINES | AUTOMATIC KNIFE GRINDERS | CIGARETTE PACKING MACHINES | TOBACCO STEMMING MACHINES

UNITED CIGARETTE MACHINE CO., Inc., Lynchburg, Va., U. S. A.

Agents for China: AMERICAN TRADING CO., Rear Dollar Bldg., Shanghai

GIRLS AND BOOKS.

Those who have much to do with boys and girls have never been perturbed by the strange stories that are told of the modern child's literary taste. Neither the fluttering moralists who complain that boys and girls now care nothing for good literature, but corrupt themselves with trash about crooks and crime, nor the leaders of thought who assure us that the rising generation despise all the old masters, are persuasive to the people whose humble task it is to provide children with the books they ask for. But it is worth while that from time to time the question should be formally and publicly investigated. There was an interesting experiment the other day in New York. The girls at one of the big secondary schools were asked to name the ten books they liked most. People of experience would have predicted that the result would show a sound and sober taste, and literary principles rather of the Centre or the Right than anything disturbing. But we confess that the list of books most popular is even sounder, even more central, than we had expected. "Pride and Prejudice," comes first, and "Silas Marner" second. Now assuming that "book" is a synonym for "novel," which as regards the taste of schoolgirls should perhaps be an axiom, could the damsels have done better? It is not suggested that these two are the two greatest novels in the world—that was not the question—but we submit that the girl who at sixteen has learnt to like those two most has used her time well. The time may come when she will like other things more, but, with her taste formed on those books, she will not go astray after fond things vainly invented. Next to these two masterpieces comes a book of which we have in shame to confess our ignorance, "Seventeen." Something seems to tell us that it is a work of sentiment. There follows "When Knighthood was in Flower," which we conjecture to be a modern historical romance. But after these—which are perhaps not masterpieces—we find the classics again: "Jane Eyre" and "Little Women," "David Copperfield" and "Notre Dame," "Kenilworth" and "The Three Musketeers," and "Vanity Fair," all stand among the twenty which received most votes. The others, those which we leave out as of less importance, were all known and respected novels. It will be observed that these unfortunate creatures—common in our country if we are to believe the highest critics—who cannot read Scott or cannot read Dickens, or Thackeray, or Dumas, or anybody else who died before this enlightened age began, do not abound among the maidens of the Washington Irving High School. These wise virgins rather prefer their books old, or the books which they like most are old. How many people of those who read much would not say the same? —*Ex.*

"BLACK CLOTHES CLUB."

COERCION OF BADLY "DRESSED."

A remarkable club has been born in Paris. It is "Le Club des Habits Noirs," and it was founded at midnight not far from the Opera and the Palais Royal. Those who attended the inauguration of the club were masked, and their names will not be made known to the public, nor will those of future members. But why this Black Clothes Club? What is its object? Its founders are shocked at the masculine modes introduced into Paris by foreigners, and they are resolved to banish them. They will act as policemen in theatres on gala nights and exercise a rigorous control on the invasion of foreign masculine fashions. What they will strive to bring about is a revival of French elegance, taking care that it is in keeping with the necessities of modern life. There will be a benevolent side to the club. A propaganda fund will be started, from which poor students, artists, and poets will be assisted. Let a man in careless attire enter a public place where those who frequent it can and should be properly dressed, and he will be promptly shown to the door by the club's policemen. Another aim is to form a committee which shall co-operate with the leading tailors in turning out masculine models. In this part of its work the club will be assisted by artists. Apparently it will not be an easy matter to be admitted to membership of the Black Clothes Club. The moral situation of an aspiring member will be rigorously inquired into, and he must have at least four sponsors. It will not always be a case of wearing black clothes. When autumn has sped and the gloom of winter approaches the club will discuss the possibility of launching in Paris the fashion of wearing coloured capes. As its members will belong to the elegant élite they will not tolerate dictation from the tailors. They will promulgate their own dress laws and will strive to make men who dress badly obey them. This will be done by sticking mocking placards on the houses of those whom they consider are ridiculously dressed. It is proposed to hold a "masculine dress salon" every year.—*Daily Telegraph.*

BAR EXAMINATION.

15 SUCCESSFUL WOMEN.

The names of fifteen successful women appear in the results of the Trinity examination of Bar students held by the Council of Legal Education between May 29th and June 3rd. Three women passed in Roman Law, three in Constitutional Law and Legal History, four in Criminal Law and Procedure, one in Real Property and Conveyancing, one in Roman-Dutch Law, and four were successful in the final examination and will be eligible for "call" to the Bar when other conditions as to dining it hall have been complied with. These four are:

Lillie Agatha Monroe, Middle Temple.
Mildred Frances Carruthers, Middle Temple.
Joan Clarkson, Inner Temple.
Alice Lumsden Malcolm, Middle Temple.

One woman passed in two of the subject mentioned. The total number of entries of both men and women for the various subjects was 538, and there were 420 passes. Out of 123 in the final 91 were successful.

WEATHER REPORT

July 29th at 17.58.—Warning to Hongkong, Coast Ports, &c.—Typhoon in Lat. 19 deg. N. Long. 116 deg. E., direction unknown, position uncertain.

July 29th at 17.58.—Pressure has increased slightly from Shanghai to N. Formosa and over the Philippines. It is nearly stationary at the majority of other reporting stations.

There is again no trace of the Formosa typhoon.

No information concerning the typhoon in the China Sea. Its movement are uncertain.

Hongkong rainfall for the 24 hours ending at 18 hours, July 29th, 0.00 inch. Total since January 1st, 70.00 inches, against an average of 50.80 inches.

The forcast for the 24 hours ending at 18 hours, July 30th is as follows—

District	Forecast
Hongkong to Gap Rock	E. winds, moderate: fine at first, some rain later.
Formosa Channel	do.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 29th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.63	29.59	29.58
Temperature ...	85	80	88
Humidity ...	74	76	72
Wind Direction ...	E	NE	ESE
„ Force ...	5	3	3
Weather	oq	B	c
Rain	0.20	0.00	0.00

Hightest open-air Temperature on 29th ... 85
Lowest open-air Temperature on 29th ... 80

HONGKONG TIDE TABLE.

From July 30th to Aug. 5th, 1924.

Days of Week	Days of Month	High Water H'kong. Standard Time.	Height.	Low Water H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft.
Wed.	30	m 7 48	7 0	m 1 22	3 [illegible]
		8 25 a	4 3	3 13 a	1 [illegible]
Thur.	31	m 8 32	7 3	m 1 55	3 1
		9 53 a	4 4	3 43 a	1 0
Fri.	1	m 8 58	7 5	m 2 27	3 0
		10 22 a	4 5	4 16 a	0 8
Satur.	2	m 9 37	7 6	m 3 1	2 8
		10 53 a	4 6	4 52 a	0 9
Sun.	3	m 10 19	7 5	m 3 40	2 8
		11 28 a	4 6	5 29 a	1 1
Mon.	4	m 11 3	7 [illegible]	m 4 25	2 7
				6 7 a	1 3
Tues.	5	m 0 7	4 9	m 5 16	2 7
		m 11 49	6 8	6 44 a	1 7

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M.

Place of Observation	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1924. W.L. July 27	W.L. July 28
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.43	+*60.5	—
Kongmoon, W. River	+14.70	—0.80	+12.6	+12.4
Linkonghow, N. River	+57.01	—	+16.6	+16.4
Shiuchow, N. River	+35.81	—	+1.7	+4.2
Samshui, N. River	+27.25	—5.00	+**22.5	—
Shekiang, E. River	+17.15	—0.05	+4.3	+4.1

*For the 26th inst. **Falling.

Engineer-in-Chief.

Good Health is Our Greatest Asset.

There's Good Health in every foaming bottle of SIMONDS' MILK STOUT. It is a fine creamy delicious drink. It's a nutritious, invigorating tonic.

Sole Agents:
CALDBECK MACGREGOR & CO., LTD.
HONGKONG.

Brewers—
H. & G. SIMONDS Ltd., READING, ENGLAND

OVER HALF A CENTURY REPUTATION
DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
INVALUABLE for DISEASES of these IMPORTANT ORGANS, GRAVEL, BACKACHE, GOUT, RHEUMATISM
Price 3s., leading CHEMISTS, or Post Free
DR. LE CLERC'S VEG. APERIENT PILLS. Price 3s.
DR. LE CLERC'S PILLS FOR ANÆMIA. Price 3s.
SAFE AND RELIABLE FOR LADIES AILMENTS.
DR. LE CLERC'S SOAP, 1s. 6d. & Tablets 4s.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.
Revised by the Members.
PRICE $5.
DAILY PRESS OFFICE.



WHEN YOUR BABY GROWS UP—

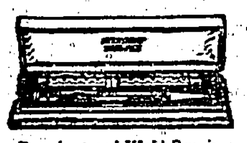
—What will he be like? If he has Glaxo for his food now, he has the best chance of becoming a strong, energetic, straight-limbed man—one of whom you will be proud.

Think how happy you will be when you watch *your* Baby growing healthier and happier every day. Glaxo, the milk-food, can give you this happiness. Get a tin to-day and start Baby on the road to good luck and health.

Glaxo

BUILDS BONNIE BABIES.

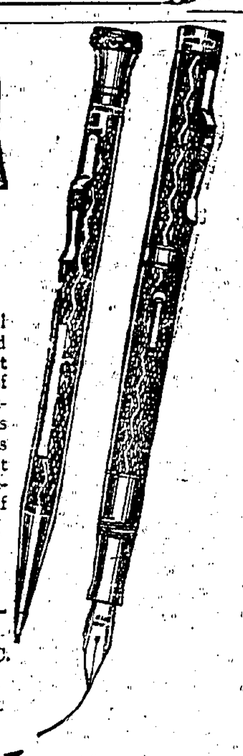
10



Eversharp and Wahl Pen, in identical designs, in a handsome gift case.

A HANDSOME pencil that's always sharp and a beautiful all-metal pen that holds an unusual quantity of ink. Eversharp, with its patented tip for holding leads firm, and Wahl Pen, with its exclusive all-metal barrel that holds more ink, make a delightful gift either to yourself or your friends.

For Sale at Leading Shops Everywhere



Wholesale Distributors for China:
STANDARD PRODUCTS CO., INC.
14, Canton Road, SHANGHAI.

The Perfect Companions

WAHL PEN EVERSHARP

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND ELECTRIC WELDERS,
MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

— DRY DOCKS. —
Length 787 Feet.
Length on Blocks 750 Feet
Dept. on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —
Capable of Handling Ships Up to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE NO. 212.
CALL FLAG: "C" over "ANS, PENNANT."

NORDDEUTSCHER LLOYD BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS: "Accommodation for 100" Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hongkong and Sailings for: Shanghai and Japan.	Sailings from Hongkong to: Genoa, Antwerp, Rotterdam, Hamburg, and Bremen via Manila, Singapore, Belawan, Colombo and Port Said.
"SCHLESIEN" ...	27th July	10th September
"AACHEN"	26th August	11th October
"TRIER"	14th September	18th October
"ELBERFELD" ...	16th October	25th November
"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER" ...	3rd January, 1925	4th February "
"SAARBRUECKEN"	2nd February, "	8th March "
"TRIER"	1st March "	5th April "
"FULDA"	29th March "	2nd May "

For Freight and Passage, please apply to—

TELEPHONE C. 4557.
3, QUEEN'S BUILDING, CHATER ROAD.

MELCHERS & CO., AGENTS, HONGKONG.

HOLLAND EAST ASIA LINE

of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

SAILINGS FOR EUROPE:

OLDEKERK	From Hongkong		13th August
BOETON	" "		Middle of September

ARRIVALS FROM EUROPE:

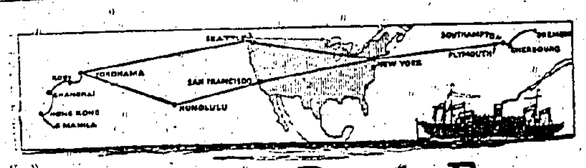
BOETON	Due Hongkong		29th July
BOEROE	" "		26th August
OOSTKERK	" "		23rd September

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN, Agents.

Telephone Central No. 1574. York Building.



The Convenient Route to Europe

SAIL from Yokohama, Kobe, Shanghai, Hong Kong or Manila to Seattle or San Francisco—cross America by rail and sail from New York to Plymouth, Cherbourg, Southampton or Bremen via the United States Lines.

Investigate this new fast route to Europe today—special through rates. Through reservations.

UNITED STATES LINES
Agents
ADMIRAL ORIENTAL LINE
4, Des Voeux Road, Hongkong.
PACIFIC MAIL STEAMSHIP COMPANY
Queen's Building, Hongkong.
AGENCIES IN PRINCIPAL CITIES
Managing Operators for U. S. SHIPPING BOARD

ASAHI BEER

SPECIALLY BREWED FOR EXPORT



DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA LTD.

HONGKONG.

GOLF.

LESSONS OF THE MASTERS.

"SECRETS" REVEALED.

[BY GEORGE W. GREENWOOD.]

Given the "instinct of understanding," there is a lesson to be learned from the method of every great golfer. The lesson may be conveyed in Mr. Wethered's swift shake of the wrists in the address; in Vardon's rhythmical swing and in his footwork; in Havers's firm grip and in the preliminary "bracing-up" movement of arms and wrists; in the square stance of Duncan, Barnes, and Hagen; in Mr. Ouimet's and Mr. Jesse Sweetser's limited footwork action; in Ray's "slow back" movement; in Jock Hutchison's back swing in three parts. In some cases the lessons may appear to be so grossly contradictory as to leave the seeker after truth in a state of utter bewilderment. They are only surface contradictions, for deep down you will find that the fundamental principles are the same. Differences only concern tricks of style. "Lessons from Great Golfers" is the title of a collection of short works by Mr. R. Endersby Howard, who has had an unrivalled opportunity in the last twenty-five years of studying the methods of all the famous golfers who have walked the links in search of honour and glory.

Mr. Wethered's "waggle" provides Mr. Howard with his first lesson. He says that "full justice has never been done to the importance of the waggle at golf," "and the neglect of it as an art is the cause of many of the scenes of despair that occur on golf courses." Most indifferent players possess "wooden" wrists, wrists that become hopelessly locked at the top of the swing, because they have gone the wrong way about it when taking up the stance, and in the address of the ball. Mr. Wethered is the very embodiment of verve and élan; he steps up to the ball, places his feet in position with the alacrity and confidence of a wire-walking changing his position, and gives the club a few quick and decisive shakes. It is an operation that comes from a pair of beautifully flexible wrists in which the club-head is answering to his every touch. Mr. Howard refers briefly to the educative aspect of Mr. Wethered's straight left arm, and says that "it is the straightening of the left arm at the beginning which enables Mr. Wethered to keep the club-head so close to the ground for so long a time in taking the club back, and again after the impact." A pronounced straight left arm is also a distinct feature of Miss Wethered's style.

"ARTICLE OF FAITH" SMASHED.

Vardon's swing depicted by the slow-motion film provides the theme for the second lesson. Mr. Howard has made a "discovery" as regards the action of the feet. Hitherto it has been an article of faith that the left heel returns to the ground at the instant of impact of club-head and ball. In fact, when the ball is struck both feet, say the text-books, must be precisely in the position they occupied during the address. And yet the camera reveals that in all Vardon's long shots with wooden and iron clubs he has started to raise on to the inside of the right foot when the clubhead has still at least eighteen inches to travel before reaching the ball. In short, he had braced up the left side of the body so as to use it as a fulcrum. (This fact was disclosed in the correspondence that ran in *The Daily Telegraph* on the "Secret of Long Driving.") It creates resistance to the power which comes from the right side of the body, and which is thus incited to make the clubhead move the faster in order to overcome this resistance from the left. For an appreciable period before impact Vardon's left side is simply a prop, and he is hitting with the right side. The better to be able to do this, he lifts the right heel from the ground and rises on the joint at the base of the right big toe, while the clubhead is still speeding towards the ball." So much for the contention that both feet must be flat on the ground at the instant of striking.

"BRACING-UP" MOVEMENT.

On the question of the tightness of grip Havers and Vardon appear to be at variance. Havers believes in a tight grip as an aid to long and straight hitting, and, as Mr. Howard points out, in several respects this doctrine clashes sharply with the teaching of former champions. Vardon has always insisted upon the importance of a light hold. Grip firmly with the thumbs and the forefingers of both hands, he says, but never with the other fingers. Handle a golf club, he adds, very much as a violinist handles and wields his bow. A noticeable feature of the driving action of Havers is the "bracing-up" movement of the arms and wrists at the beginning of the swing. There is a distinct pressure of the clubhead on the ground behind the ball, and before the club moves at all the left heel has risen slightly. In fact, the left knee is bent, and the shoulders well round before the clubhead leaves the ball. Havers's own explanation is: "It allows the hands, wrists, and arms to move before the clubhead can get away, and this forms a spring to lift the clubhead to the top." There is a pause for the fraction of a second at the top of the swing, done deliberately, as he says, to give control and definite knowledge as to the position of the club. He starts the down swing with the left arm and hand, and not with the right—a method which, as Mr. Howard truly points out, is the foundation of thousands of foozled shots. We get Havers's secret for long driving—the "straightening of the wrists with the blow."

Jock Hutchison, who supplies another lesson, is like no other golfer. His swing is a succession of jerks and pauses—three of them. First of all, he takes the club back about 2ft., and then pauses momentarily to have a look, so it appears, at the position of the clubhead. And he does not swing the club back along the ground, as all other golfers do, but lifts it from the ball. Then he starts again, until the club reaches almost the horizontal stage, and another semi-pause takes place while the club falls into position. Another pause, and the down swing is commenced, with the clubhead following a different track from the one it took in the up-swing. The final operation is a "sling"—a combination of swing and hit. A curious style, but exasperatingly effective. "Perfect physical balance is Hutchison's "secret." All these things, and many others concerning the master golfers, Mr. Howard tells you in his intriguing and very pleasant book.

(*Continued on next column.*)

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "SCHLESIEN" having arrived from Bremen, Genoa, Rotterdam and Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where delivery can be obtained.

All Goods remaining undelivered after 2nd of August, 1924, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m. on Friday, the 1st of August, 1924.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognised.

All Cargo ex s.s. "SAARBRUECKEN" have been brought in by the s.s. "SCHLESIEN" and damaged packages, if any will be dealt with in the same manner as the "SCHLESIEN's" Cargo.

Consignees of both Steamers are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.

1081

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "JESERIC" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th August, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 11th August, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 4th August, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th July, 1924. 1080

MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS, FRENCH ENGLAND, &c.
DR. L. N. CLERC 102 Gt. Hawthorne Rd. N.W. 8. London.
OR MAIL FROM 90, BOERMAN ST., NEW YORK CITY.
OR 66, FIRST STREET, SAN FRANCISCO.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	...	"WAISHING"	Wednesday, 30th July, 10 a.m.
TIENTSIN	...	"CHIPSHING"	Wednesday, 30th July, Noon.
STRAITS & CALCUTTA ...	...	"HOSANG"	Wednesday, 30th July, 3 p.m.
MANILA	...	"SUISANG"	Saturday, 2nd Aug., 11 a.m.
SANDAKAN	...	"MAUSANG"	Saturday, 2nd Aug., 1 p.m.
HAIPHONG via HOIHOW ...	...	"LEESANG"	Sunday, 3rd Aug., 7 a.m.
SHANGHAI via SWATOW ...	...	"TsKSANG"	Sunday, 3rd Aug., 10 a.m.
BANGKOK via SWATOW ...	...	"CHoKSANG"	Monday, 4th Aug., 5 p.m.
STRAITS & CALCUTTA ...	...	"FOOKSANG"	Tuesday, 5th Aug., 3 p.m.
SHANGHAI via SWATOW ...	...	"OHUNSANG"	Friday, 8th Aug., 10 a.m.
MANILA	...	"YUENSANG"	Saturday, 9th Aug., 11 a.m.
HAIPHONG via HOIHOW	...	"MINGSANG"	Sunday, 10th Aug., 7 a.m.
KOBE	...	"KUTSANG"	Friday, 15th Aug., 7 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG," and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Wednesday, 30th July, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves H'kong.	Discharges.
"PEMBROKESHIRE"	6th Aug.	"GLENBEG"	21st Aug.	London, Rotterdam & Hamburg
"GLENIFFER"	20th Aug.	"GLENIFFER"	... 28th Sept.	London, Rotterdam & Hamburg
"GLENOGLE"	3rd Sept.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

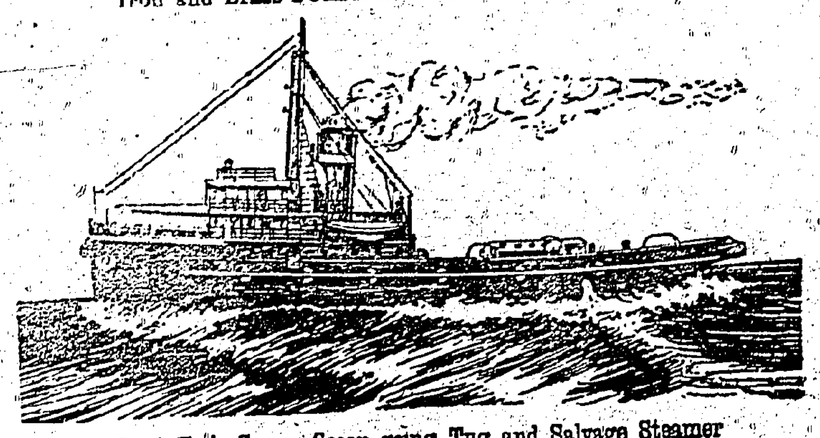
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3596.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

July 28th.

Lai Sun, British str., 1,045 tons, Capt. J. B. McCow, from Saigon, with a cargo of rice, lying at buoy No. C39. —Tai Lun S.S. Co.

Morioka Maru, Japanese str., 3,095 tons, Capt. S. Kaneyama, from Shanghai, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Shantung, British str., 1,568 tons, Capt. R. Robertson, from Shanghai and Amoy, with a general cargo, lying at buoy No. B31.—B. & S.

Tatthybius, British str., 6,514 tons, Capt. C. Duggan, from Manila, with hemp and lumber, lying at Taikoo Dock. —B. & S.

Wah Shan, Chilean str., 258 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf.—Shui Lee S.S. Co.

July 29th.

Beneleuch, British str., 3,293 tons, Capt. J. Struth, from London and Singapore, with a general cargo, lying at Kowloon Bay.—Gibb, Livingstone & Co.

Fingal, Norwegian str., 1,213 tons, Capt. N. Bull Melsom, from Keelung, with a cargo of coal, lying at buoy No. B50.—M.B.K.

Hakozaki Maru, Japanese str., 6,316 tons, Capt. Chihara Shirai, from Shanghai, with a general cargo, lying at buoy No. A10.—N.Y.K.

Ho Sang, British str., 3,392 tons, Capt. J. M. Wright, from Kobe, with a general cargo, lying at Admiralty buoy No. 4.—J. M. & Co.

Jeypore, British str., 3,209 tons, Capt. J. W. Carker, from Kobe and Shanghai, with a general cargo, lying at buoy No. A3.—Mackinnon, Mackenzie & Co.

Kuying, British str., 1,572 tons, Capt. G. Morse, from Bangkok and Swatow with a general cargo, lying at buoy No. B11.—B. & S.

Kisha Maru, Japanese str., 1,567 tons, Capt. B. Oiwa, from Keelung, with a general cargo, lying at buoy No. C48.—O.S.K.

Onka Maru, Japanese str., 2,491 tons, Capt. Nichi Aoki, from Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.

President Jackson, American str., 14,123 tons, Capt. John Griffith, from Seattle and Shanghai, the latter port she left on July 27th, with a general cargo, lying at Kowloon wharf.—A.O.L.

Survivton, British str., 4,845 tons, Capt. A. J. Rainey, from Swatow, with a generaly cargo, lying at buoy No. A30.—H. M. H. Nemazee.

Song Po, French str., 720 tons, Capt. J. Bantamour, from Hoihow, with a general cargo, lying at buoy No. C40. —M.M.

Taikwo Maru, Japanese str., 1,576 tons, Capt. D. Williams, from Samarang, with a cargo of sugar, lying at Quarry Bay.—B. & S.

Tascalusa, British str., 4,052 tons, Capt. P. W. Trott, from Los Angeles, with fuel oil, lying at Laichikok.—Standard Oil Co.

Tjikembang, Dutch str., 5,028 tons, Capt. A. E. v Van Schermbeek, from Shanghai, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Tjilimoeng, Dutch str., 3,661 tons, Capt. P. Abbo, from Balikpapan, with a general cargo, lying at buoy No. B28. —J.C.J.L.

Van Cloon, Dutch str., 4,845 tons, Capt. H. O. Brom, from Swatow, with a general cargo, lying at buoy No. A25. —J.C.J.L.

SHIPPING NOTES.

The silk which shipped per s.s. *President Grant*, which sailed from this port on July 22nd, at 10 a.m., arrived in New York on July 24th, at 11.30 a.m., having been 22 calendar days in transit.

The Canadian Pacific s.s. *Empress of Asia*, which left Yokohama at noon on Saturday July 12th, arrived in Victoria at 4 p.m., on Sunday, July 20th. The running time was 8 days and 21 hours, and the average speed was 19.72 knots per hour.

CLEARANCES.

July 29th.

Banka, for Bangkok.
Changchow, for Hongay.
Hai Ying, for Swatow.
Hakozaki Maru, for Singapore.
Hsinchang, for Swatow.
Jade, for Pakhoi.
Jeserie, for Amoy.
Jeypore, for Singapore.
Morioka Maru, for Singapore.
Onka Maru, for Singapore.
Phalee, for Kwang Chow Wan.
Siang Bee, for Amoy.
Seistan, for Swatow.
St. Albans, for Manila.
Tambo, for Singapore.
Tean, for Swatow.
Tjikembang, for Yokohama
Wah Shan, for Kwang Chow Wan.

PASSENGERS.

ARRIVALS.

Per A.O.L.S.S. *President Jackson*, from U.S.A., Japan and Shanghai, on July 29th:—Mr. Pak Hing Chan, Mr. and Mrs. T. H. Chang, Mr. J. M. de la Cruz, Rev. and Mrs. B. F. Edwards, Mr. J. E. Ellis, Mr. E. E. Ellis, Mr. and Mrs. Leung Entin, Mr. S. D. Foh, Mrs. G. S. Jong and four children, Mr. E. Kirk, Mr. C. E. Koehler, Mr. Loui Kornitzer, Mr. S. Kornitzer, Mr. T. F. Kuo, Mr. Ding Tom Lee, Miss Tay Leung, Mr. C. Y. Liang, Miss Yuet Luk, Mr. and Mrs. T. W. Mok and son, Mr. W. G. Moore, Mr. J. Paquier, Mr. C. K. Shen, Mr. M. Y. Sam, Mr. A. N. Spencer, Mr. L. A. Tobias, Mr. Kung Po Tsoi and son, Mr. J. L. Van Senden, Mr. Sin Heng Wong, Mr. S. Artiago, Mr. and Mrs. N. Baldwin, Mr. S. C. Carless, Mr. M. E. Corning, Mr. and Mrs. J. W. Davey, Rev. C. Fernandez, Mrs. H. Gilhouser, Miss Peggy Gilhouser, Mr. Geo. F. Haskins, Mr. R. L. Horlbeck, Mr. Leon S. Kahn, Mr. Raphael Meluk, Mr. C. M. Meyer, Mr. S. Morimoto, Mr. N. E. Nullen, Mr. F. H. Nelson, Mr. and Mrs. E. B. Rowe, Dr. C. Rustia, Mr. P. S. Quin, Mr. G. T. Smith, Mr. J. J. Traynor, Mr. and Mrs. Otto Wyss, Mr. V. Zamora.

SHIPPING MOVEMENTS.

The E. & A. Company's s.s. *Eastern* left Manila for this port on the afternoon of the 28th inst., with the outward Australian mails, and is due here on the 30th inst., at about 6 p.m.

The T.K.K. s.s. *Rokugo Maru* arrived at Yokohama on July 29th, and sails on August 2nd for Hawaii, San Francisco and South America.

The s.s. *Alpe Maru* (O.S.K. Bombay line), left Moji for Hongkong on July 28th, and is expected to arrive here on the afternoon of August 2nd.

The s.s. *Batara Maru* (O.S.K. South Seas line), left Sandakan for Hongkong on July 26th, and is due here on August 1st.

VESSELS EXPECTED.

Ateras (Blue Funnel), due Sept. 1st.
Buryngias (Blue Funnel), due July 31st.
Empress of Australia due August 6th.
Eumaeus (Blue Funnel), due August 21st.
Glaucus (Blue Funnel), due August 18th.
Kano Maru (N.Y.K.), due August 12th.
Machaon (Blue Funnel), due Aug. 13th.
Memnon, due August 6th.
Nagoya (P. & O.), due July 31st.
President Garfield (Dollar), due August 4th.
President Jefferson (Admiral Oriental), due August 9th.
President Polk (Dollar), due August 18th.
President Taft (P.M.), due August 2nd.
Sarpedon (Blue Funnel), due August 4th.
Tamba Maru (N.Y.K.), due August 1st.
Tango Maru (T.K.K.), due to-day.
Titan (Blue Funnel), due July 30th.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1923.

With INDEX. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

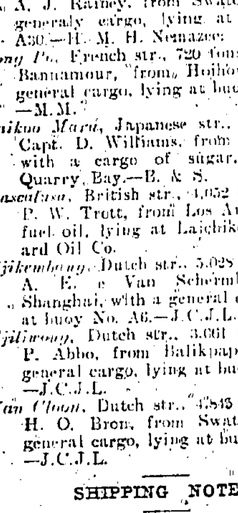
CAMMELL LAIRD & Co., LTD.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.

Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILWAY & TRAM WHEELS & AXLES
TYRES, STEEL CASTINGS & FORGINGS.

13, PEKING ROAD, SHANGHAI.



Chamberlain's Colic and Diarrhoea Remedy

Cures

Pains in the Stomach, Diarrheoa, Dysentery, Colic and Bowel Complaint

Sold Everywhere.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Russia	July 31	Aug 18	Empress Scotland	Aug 27	Sept. 3
Empress Australia	Aug. 14	Sept. 3	Montclare	Sept. 12	Sept. 19
Empress Asia	Aug. 28	Sept. 15	Empress Scotland	Sept. 24	Oct. 1

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
Aug. 20	Aug. 22	Empress Asia	Aug. 23	Aug. 25
Sept. 3	Sept. 5	Empress Canada	Sept. 6	Sept. 8

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC"

REDUCED FARE TO EUROPE.

£120 First class throughout. £112—£110 Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS		LEAVE HONGKONG
TENYO MARU	22,000 tons,	August 8th.
KOREA MARU	20,000 tons,	August, 22nd
SHINYO MARU	22,000 tons,	September 4th
SIBERIA MARU	20,000 tons,	September 19th
TAIYO MARU (calling at Keelung)	22,000 tons,	October 1st

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
GINYO MARU	16,000	September 5th
ANYO MARU	16,700	October 18th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full information regarding Passengers, Freight and Sailings, Apply to:—

Y. TSUTSUMI, Manager.
King's Building,
Tel. Nos. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"AMAZON MARU" (Calls at Sudan) — Tuesday, 5th Aug.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
PANAMA MARU — Monday, 11th Aug.

BOMBAY via Singapore and Colombo.
"ALPS MARU" (Calls at Penang) — Monday, 4th Aug.
"CELEBES MARU" — Wednesday, 20th Aug.

BANGKOK, SAIGON via SINGAPORE.
"KISHU MARU" — Friday, 1st Aug.

CALCUTTA via Singapore & Rangoon.
"INDO MARU" — Tuesday, 26th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"MANILA MARU" — Wednesday, 13th Aug.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"PARIS MARU" — Monday, 11th Aug.
"MANILA MARU" — Wednesday, 13th Aug.
"SUMATRA MARU" — Thursday, 14th Aug.

KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" — Sunday, 3rd Aug.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" — Thursday, 31st July.

TAKAO & KEELUNG.
"BATAVIA MARU" — Sunday, 3rd Aug.

For further particulars please apply to—
OSAKA SHOSEN KAISHA.
Telephone Nos. 4088, 4089, 4090. K. SHIMA, Manager.

COMPANIA TRASATLANTICA DE BARCELONA
Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "LEGAZPI" — 5th Sept.
S.S. "C. LOPEZ Y LOPEZ" — 30th Oct.
S.S. "ISLA DE PANAY" — 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI,
S.S. "LEGAZPI" — 18th Aug.
S.S. "C. LOPEZ Y LOPEZ" — 12th Oct.
S.S. "ISLA DE PANAY" — 3rd Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to:—
O. D. BARRETTO, 29, Central Avenue, B.C., CANTON.
BOTELHO BROS., Alexandra Building, Hongkong.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS:—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE" ... July 30th, at 4 p.m.
S.S. "PRESIDENT TAFT" ... August 13th, at 4 p.m.
S.S. "PRESIDENT WILSON" ... August 27th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT TAFT" ... August 3rd, at Noon.
S.S. "PRESIDENT WILSON" ... August 17th, at Noon.

HONGKONG—CALCUTTA
FREIGHT ONLY.

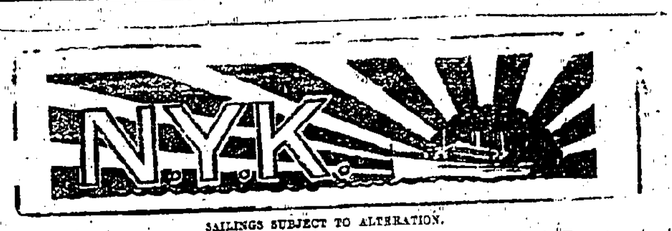
CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Aug. 5th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.
1st FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141. " " 2332. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
Through passage rates to Europe via America G.$405, G.$420, G.$440
YOKOHAMA MARU ... Saturday, 30th Aug., at 11 a.m
KAGA MARU ... Friday, 26th Sept. at 11 a.m

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKOZAKI MARU ... Wednesday, 30th July, at 11 a.m.
HAKUSAN MARU ... Wednesday, 13th Aug.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU ... Monday, 8th Sept.

SYDNEY & MELBOURNE via Manila Ports.
MISHIMA MARU ... Wednesday, 20th Aug., at 11 a.m
TANGO MARU ... Wednesday, 17th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
TAKETOYO MARU ... Tuesday, 5th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.
NAGATO MARU ... Sunday, 10th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
OSAKA MARU ... Wednesday, 30th July
MALACCA MARU ... Thursday, 7th Aug.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 14th Aug.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU ... Sunday, 3rd Aug.
SADO MARU ... Monday, 11th Aug.
KAMO MARU ... Wednesday, 13th Aug.
KATORI MARU ... Tuesday, 26th Aug.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central, Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS

AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA
(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:—TOKIO.

No. 14 PEDDER STREET HONGKONG.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF DUNKIRK" 2nd Aug.....Mars., L'don., R'dam, Hamburg & Hull
"CITY OF BAGDAD" 13th Aug.....Havre, L'don, R'dam., Hamburg & Glasgow.

PASSENGER SERVICE.

"CITY OF LAHORE" 26th Oct.....Shanghai and Japan.
"CITY OF LAHORE" 7th Dec.....Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£63. "B"...£56.
Cargo Steamers, Saloon Passage £62.

For further particulars, apply to— THE BANK LINE, LTD. (Tel. Central 780).
to HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TITAN"	...via Suez Canal	...	31st July.
S.S. "CITY OF CHESTER" ...	...via Suez Canal	...	8th Aug.
*S.S. "BELLEROPHON"	...via Suez Canal	...	21st Aug.
S.S. "ROMEO"	...via Suez Canal	...	31st Aug
*S.S. "PERSEUS" ...	via Suez Canal	...	11th Sept.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. (17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai, and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	3rd Aug.
ANGKOR ...	—	—	17th Aug.
AZAY LE RIDEAU.. ...	3rd July	4th Aug.	31st Aug.
PAUL LECAT ...	17th July	18th Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd "£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd "£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. " " loading for HAVRE, ANTWERP & DUNKIRK about
S.S. "YALOW" from DUNKIRK, LONDON & HAVRE is due to arrive about 23rd August.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO., 8, QUEEN'S BUILDING.
Telephone: Central 740.
2] CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ...	Capt. Ellis Walker	Friday,	1st Aug., at 3 p.m.
HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	5th Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Manager. [3

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON
and
NEW YORK



S.S. "GOTHIC PRINCE" 1st September.
S.S. "SOUTHWESTERN MILLER" 1st October.

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
Telephone: Central St. George's Building
Telegrams Furnprince [21

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	30th July, Noon	S'pore, Penang, Colombo & B'bay.
"MIRZAPORE"	6,715	6th Aug.	do.
"DEVANHA"	8,092	9th Aug., Noon	Mars., London & Antwerp
"SICILIA"	6,813	22nd Aug.	S'pore, Penang, Colombo & B'bay
"MANTUA"	10,902	23rd Aug.	Mars., L'don. & A'werp.
"NAGOYA"	6,854	30th Aug.	do.
"SARDINIA"	6,684	4th Sept.	S'pore., Penang, Colombo & B'bay.
"KALYAN"	9,118	6th Sept.	Mars., L'don. & Antwerp.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"SOUDAN"	6,696	2nd Oct.	S'pore., Penang, Colombo & B'bay.
"KASHMIR"	8,963	4th Oct.	Mars., London & Antwerp.
"MOREA"	10,911	18th Oct.	do.
"SICILIA"	6,813	29th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp
"MALWA"	10,941	15th Nov.	do.
"KARMALA"	9,098	28th Nov.	do.
"MANTUA"	10,902	13th Dec.	do.
"KHIVA"	9,097	27th Dec.	do.
"MACEDONIA"	11,089	10th Jan., 1925	do.
"KALYAN"	9,118	24th Jan., 1925	do.
"MOREA"	10,911	7th Feb., 1925	do.
"KASHMIR"	8,963	21st Feb., 1925	do.
"MALWA"	10,941	7th Mar., 1925	do.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	20th Aug.	Singapore, Penang & Calcutta
"TALMA"	10,000	2nd Sept.	do.
"TILAWA"	10,000	5th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th July, 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	27th Aug.	
"ARAFURA"	6,000	1st Oct.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGOYA"	4,854	1st Aug.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"SARDINIA"	6,684	8th Aug.	Shanghai & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"TALMA"	10,000	13th Aug.	Moji & Kobe.
"TILAWA"	10,000	16th Aug.	do.
"KAISAR-I-HIND"	11,430	22nd Aug.	Shanghai, Moji & Kobe.
"PESHAWUR"	7,934	30th Aug.	Shanghai & Yokohama.
"TAIREA"	8,500	31st Aug.	Moji & Kobe.
"KASHMIR"	4,953	5th Sept.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	5th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
		1925.	
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST KATAN"	Due Hongkong	2nd Aug.
	Leave Hongkong	5th Aug.
U.S.S.B. "WEST JESTER"	Due Hongkong	16th Aug.
	Leave Hongkong	16th Aug.
U.S.S.B. "WEST SEQUANA"	Due Hongkong	29th Aug.
	Leave Hongkong	31st Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST FARALON"	Due Hongkong	15th Aug.
	Leave Hongkong	17th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "WEST PROSPECT"	Due Hongkong	29th Aug.
	Leave Hongkong	31st Aug.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building.
Phone No. Central 3008.
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
G. P. BRADFORD, Res. Agent. [122

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SWATOW & SHANGHAI...	"LIANGCHOW"	On 31st July, 2 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 2nd Aug., Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 2nd Aug., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 3rd Aug., 2 p.m.
SWATOW & SHANGHAI ...	"SUNNING"	On 3rd Aug., 2 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 5th Aug., 10 a.m.
SWATOW & BANGKOK ...	"KAYING"	On 5th Aug., 2 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 7th Aug., 2 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 12th Aug. 2 p.m.
AMOY, SWATOW & SINGAPORE ...	"KINGYUAN"	On 12th Aug. 2 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"KUEICHOW"	On 16th Aug., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 17th Aug., 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 33.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"CHANGSHA" ...	In Port	2nd August, Noon

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.
Telephone No. Central 36.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails about 30th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "LACONIA" Sails about 19th August.
S.S. "VENEZIA" Sails about 31st August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

*S.S. "GERANIA" Sails hence 3rd August.
S.S. "ROSANDRA" Sails about 8th August.
*S.S. "BRENTA" Sails about 26th August.
S.S. "VENEZIA" Sails about 8th September.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI". Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

Y. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON
S.S. "CHUKWA MARU" on or about 5th Aug.
For HAIPHONG via Hoihow & Pakhoi
S.S. "CHUKWA MARU" on or about 7th Aug.
For KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" on or about 7th Aug.

For further particulars, please apply to—
Branch Office, No. 27, Bonham Strand West, Tel. Central No. 155.
S. MITARAI, AGENT. Top Floor King's Building. Tel. Central Nos. 140 & 4457

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Luchow*	30th July
Australia & Manila	*Eastern* ...	30th July
Shanghai	*Tenyo Maru* ...	30th July
Europe via Negapatam Letters only, London, 3rd July	*Nagoya* ...	31st July
Shanghai	*Sunning*	31st July
U.S.A., Honolulu, Japan & Shanghai	*Pres. Taft* ...	2nd Aug.
Europe via Negapatam (Papers only, London, 3rd July.)	*Empress* ...	3rd Aug.
U.S.A., Honolulu, Japan and Shanghai	*Pres. Garfield* ...	4th August
Manila	*Pres. Jackson* ...	5th Aug.
Canada, U.S.A., Japan & Shanghai	*Emp. of Australia*	6th Aug.

OUTWARD MAILS

For	Per	Date.	
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 12th Aug.	*St. Albans* ...	Wednesday, 30th, Registration	8.15 A M
		Letters ...	9.00 A M
	Waishing ...		8.30 A M
Swatow			
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles—due Marseilles, 31st Aug.	*Hakozaki Maru*	Registration	8.45 A M
		Letters	9.30 A M
*Straits, Ceylon, India, Mauritius, E. & S. Africa	*Jeypore*		a 10.30 A M
Shanghai, *Japan, Honolulu, *U.S.A., *Canada, *Central & *South America and *EUROPE via San Francisco, —due San Francisco, 22nd Aug. ...	*Pres. Pierce* ...	Parcels ...	Noon
		Registration	1.45 P M
		Letters ...	2.30 P M
Straits and Calcutta	*Hoseng* ...		1.00 P M
Manila	*Pres. Jackson* ...		3.30 P M
Saigon	*Haiyang* ...		3.30 P M
Hoihow and Haiphong	*Song Bo* ...		5.00 P M
*Swatow, Amoy and Formosa	*Kotsu Maru* ..	Thursday, 31st,	8.20 A M
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 14th Aug.	*Victoria* ...	Parcels	Noon
		Registration	1.45 P M
		Letters ...	2.30 P M
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VANCOUVER—due Vancouver 18th Aug., and Europe via Siberia (Correspondence specially superscribed "Via Siberia" only.)	*Empr. of Russia*	Parcels for Canada only:—	9.00 A M
		Registration	9.15 A M
		Letters ...	10.00 A M
Iloilo	*Titan*		2.30 P M
Swatow	*Hydrangea* ...		3.30 P M
		AUGUST	
Swatow, Amoy & Foochow	*Haihong*	Friday, 1st,	2.00 P M
Samshui and Wuchow	*Taiming*		4.30 P M
Manila	*Suisang*	Saturday, 2nd,	10.00 A M
Shanghai	*Luchow*		10.30 A M
Straits and *Siam	*Rhexenor*		10.30 A M
Sandakan	*Mansang*		Noon
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, about 16th Aug.	*Changsha* ...	Parcels	Noon
		Registration	1.45 P M
		Letters ...	2.30 P M
Wei Hai Wei	*Huichow*		2.00 P M
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden Egypt & Europe via Marseilles—due Marseilles, 2nd Sept.—Ship sails on Sunday, 3rd Aug., at 4 p.m.	*Amazone* ...	Reg.	5.00 P M
		Letters	5.00 P M
Hoihow and *Haiphong	*Leesang*		5.00 P M
Fort Bayard, Pakhoi and Haiphong	*Hanoi*		5.00 P M
Japan, *Canada, *U.S.A., *Central & *South America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 26 Aug.—Ship sails on Sunday, 3rd Aug., at noon	*Talthybius* ...		5.00 P M
Amoy	*Kiangsu* ...	Sunday, 3rd,	8.00 A M
Swatow	*Sunning* ...		9.00 A M
Hoihow, Pakhoi and Haiphong ...	*Taming*	Tuesday, 5th,	8.30 A M
Swatow, Amoy and Foochow	*Haifoong* ...		Noon
Swatow and Bangkok	*Kaying*		1.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

RHEXENOR	... 2ND AUG.	Mars., L'don., Hull, R'dam & Hamburg
TEIRESIAS	...11TH AUG.	Mars., L'don, Rotterdam & Hamburg
PYRRHUS	...18TH AUG.	L'don., Rotterdam & Hamburg
ADRASTUS	...25TH AUG.	Mars., London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

IXION	...18TH AUG.	Genoa, Marseilles, Liverpool & Glasgow
EURYPYLUS	... 1ST SEPT.	Marseilles, Havre, Liverpool & Glasgow
AUTILOCHUS	...20TH SEPT.	Genoa, Mars., Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

TALTHYBIUS	... 3RD AUG.	Victoria, Seattle & Vancouver
PROTESILAUS	...22ND AUG.	Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA)

TITAN	...31ST JULY	Boston, N. York & Baltimore (via Suez)
BELLEROPHON	21ST AUG.	Boston & New York (via Suez)
PERSEUS	...10TH SEPT.	Boston & New York (via Suez)

PASSENGER SERVICE

SARPEDON	... 5TH AUG.	Shanghai
TEIRESIAS	...11TH AUG.	Singapore, Marseilles & London
SARPEDON	... 9TH SEPT.	Singapore, Marseilles & London
PATROCLUS	...21ST OCT.	Singapore, Marseilles & London
MENTOR	...17TH NOV.	Singapore, Marseilles & London
HECTOR	...16TH DEC.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO

BUTTERFIELD & SWIRE
AGENTS.

12C

COMMERCIAL.

OPENING QUOTATIONS.

July 29th, 1924.

On London.—	
Telegraphic Transfer ...	1/6 4/32
Bank Bills, on demand ...	1/6 13/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	1/5
Credits, at 4 months' sight ...	1/5 5/32
Documentary Bills, 4 months' sight	1/5 3/32
On Paris.—	
Bank Bills, on demand ...	1.35
Credits, 4 months sight ...	1.35
On New York.—	
Bank Bills, on demand ...	32½
Credits, at 30 days' sight ...	34½
On Bombay.—	
Telegraphic Transfer. ...	165
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	165
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight	
On Yokohama.—On demand	128
On Manila.—On demand	106½
On Singapore—On demand	103½
On Batavia.—On demand ...	141
On Haiphong.—On demand ...	nom.
On Saigon.—On demand	nom
On Bangkok.—On demand ...	77½
Sovereign, Bank's Buying rate ...$	3.13
Gold Leaf, 100 fine, per tael ...	48.40
Bar Silver, per oz.	34½

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

W. E. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.

B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. G. Stephen, Esq.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 5th May, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th 1924. [31

THE BANK OF TAIWAN, LIMITED.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,000,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiou, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

Hongkong Branch,
4, Des Vœux Road,
Hongkong, 28th June, 192 .

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

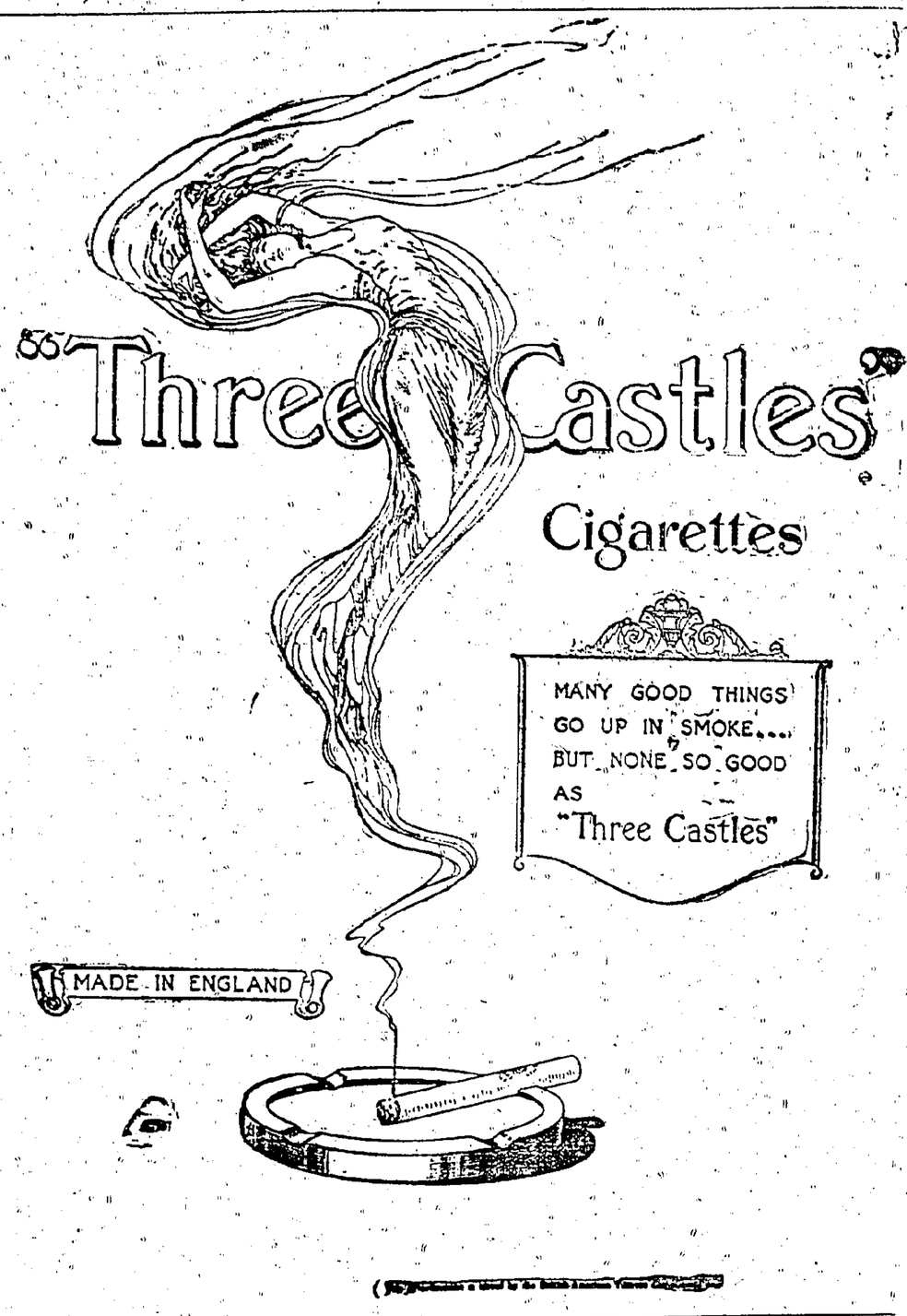
Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32



THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bharu	(Mauritius)
Rangoon		
Shanghai		
Simla		
Singapore		
Sourabaya		

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Vœux Road Central, HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [34

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
Shanghai—51, Kiangse Road.
Hankow—British Concession.

Correspondents in
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

Prompt Service.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.

T. H. MAI,
1962] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtao
		Vladivostock

Interest allowed on Current Accounts, Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 23th July, 1924. [29

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670)
Reserve Fund	19,769,180 (£1,647,430)
Special Reserves	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soernkarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	9,629,425.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [38

Printed and Published by Bertram Augustus Hale, for the Hongkong Daily Press, Ltd., is, at Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.